Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612-6456

JIM BOXOLD
SECRETARY

February 26, 2015

TO: Prospective Bidders
RE: FPNs: 411011-4-52-01/411012-2-52-01; DCN: E7K24; I-75/SR 93 S. of US 98/SR 50/Cortez Blvd to N. of SR 50 -AND- From N. of SR 50 to Sumter County Line, Hernando Co.; Adjusted Score Design-Build Contract Addendum Number 12

Attached is a summary of changes made to the subject RFP in Addendum Number 12 and the revised RFP. This revised RFP constitutes Addendum Number 12 to the above referenced project.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ADDENDUM. FAILURE TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM MAY RESULT IN YOUR PROPOSAL BEING DECLARED NON-RESPONSIVE.

Approved by:

John D. Ellis
District Contracts Administrator

JDE\rko
Attachment

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein:

The following file has been voided:

ITS_MinimumTechnicalRequirements.docx

The following file represents a revision to the ITS Minimum Technical Requirements under, ***ITS Minimum Technical Requirements,*** 5.3 ***System Requirements,*** 5.3.3 ***Construction Phase, As-built documentation,*** page 12 of 61 as follows:

1. ***Spare replacement units (on the shelf spare replacement units shall not be required and any reference to said on the shelf spare replacement units shall be superseded herein)***

ITS_MinimumTechnicalRequirements_2-09-15.docx

Note: this file was included with the Answer to Bid Question 9128, Published on 2/17/15

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

EXEMPT DOCUMENTS

Receipt of Attachments and Reference Documents whose name is appended with **"ExemptDoc"** requires submittal of the completed Exempt Documents Request Form (Form 050-020-26) to the Department.

- Traffic on a milled surface for more than one (1) day will be permissible with the following conditions: 1) Plan notes shall be provided stating the duration (said duration shall be subject to approval at the sole discretion of the Department) and location of areas where riding on a milled surface will be implemented. 2) A Plan note shall be added to include, the frequency of vacuum sweeping and to require removal of loose gravel from the milled surface and paved areas, including shoulders, not separated by a "Barrier Wall", temporary or permanent. The vacuum sweeping frequency shall be at a minimum of one time per month and more often at the sole discretion of the Department. 3) The milling shall be "micro" or fine textured.
- The project shall consist of three fence types: 1) Type A (10 foot tall), 2) Type A and 3) Type B (with Black Vinyl). All Type A (10 foot tall & Type A) fence shall utilize wood posts. The limits of the Type A and Type B (with Black Vinyl) can be found in the Attachment file entitled *"411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf"* ~~*"411011-4_I-75&SR-50_Rev-01_Interchange_FencingRequirements_11-11-14.pdf"*~~. All other fencing shall be Type A (10 foot tall). The SMF (Pond 30) shall have Type A (10 foot tall) fence around the perimeter/ FDOT right-of-way. All SMF/FPC (Ponds) shall be fenced at the ultimate location/ FDOT right-of-way line.
- The perimeter fencing of SMF-L and access road shall be Type B fence (with Black Vinyl). All gates shall be slide type (with Black Vinyl).
- No work shall be performed, nor, embankment obtained from SMF/FCP (Pond-H) located within the 411011-3-52-01 project.
- The existing Traffic Monitoring Site on I-75 north of the SR 50 interchange (MP 301.5, 2070+25) both north and south bound, shall be replaced with new equipment as a Portable Traffic Monitoring Site (PTMS). The Design-Build Firm can utilize one (1) cabinet for both directions, although it must be sized to accommodate the future 8-lanes. If utilizing two (2) separate cabinets, they shall accommodate at a minimum four (4) lanes for NB I-75 and at a minimum four (4) lanes for SB I-75. The new site should be placed at least 1,000 feet north of the furthest ramp/auxiliary lane taper and shall not conflict with the future widening to 8-lanes.
- SR 50 shall be designed with seven (7) foot Buffered Bicycle Lanes, including, but not limited to, minimum twelve (12) foot wide thru and turn lanes. The median width shall not be reduced to accommodate the seven (7) foot Buffered Bicycle Lanes. In general the anticipated concept includes moving the edge of pavement and associated drainage, roadway lighting, utilities, signing, etc. out two (2) to three (3) feet, as well as providing gravity/retaining walls to stay within the identified right-of-way. The concrete pavement shall be placed full width incorporating the four 12-foot thru lanes, twelve (12) foot turn lanes, seven (7) foot Buffered Bicycle Lanes and offsets to any islands from the furthest point of the begin and end of the curb returns of the ramps east and west of SR 50. Based on the SR 50 Concept Plans, the widening to accommodate the seven (7) foot Buffered Bicycle Lanes will require shifting the connection of La Rose Road with SR 50 to the east in order to avoid right-of-way impacts with the curb return and back of sidewalk.

  I-75 bridge structures over SR 50:

  The I-75 bridge structures over SR 50 shall be at a minimum 298.5 feet in length (based on 8.75 feet from the front face of back wall to the front face of retaining wall), as a clear span for a Single Point Diamond type interchange. The bridge structure shall also be designed to accommodate the future widening of I-75 to ten (10) lanes. The vertical clearance over SR 50 shall provide for the 10-lane ultimate I-75 widening described herein, including traffic signal clearance with a minimum vertical clearance to bottom of the lowest bridge beam/girder member of 18 feet 8 inches (18'-8"). Any offsets from the retaining walls to the curb returns, shall be a minimum of six feet six inches (6'-6") to the back of curb.

area outside of the projects limits on SR 50 from up to and including approximately Station 960+00. The Design-Build Firm shall design and construct a stormsewer system which will accept and convey runoff from SR 50 from Station 965+01.50 to Station 975+88.00 incorporating said area outside of the limits of the project. This also includes any offsite contributions to the SR 50 corridor within those limits that are outside of the limits of this project. The Design-Build Firm shall coordinate said storm sewer design and pipe sizes with the project to the west under FPID 430051-2-52-01, in order to install the appropriate pipe size/s required by the two projects. For the design of this stormsewer system, the Design-Build Firm shall coordinate and obtain approval from the Department.

- In addition to the stormwater management, requirements for this project along SR 50 and I-75, SMF-MB and SMF-MC shall be designed to provide stormwater management for an area outside of the projects limits on SR 50 from Station 1011+46.00 to Station 1018+00.00. This also includes any offsite contributions to the SR 50 corridor within those limits. The Design-Build Firm shall design and construct a stormsewer system which will accept and convey runoff from SR 50 from Station 1011+46.00 to Station 1018+00.00. The Design-Build Firm shall coordinate said storm sewer design and pipe sizes with the project to the east under FPID 416732-4-52-01, in order to install the appropriate pipe size/s required by the two projects. For the design of this stormsewer system, the Design-Build Firm shall coordinate and obtain approval from the Department.

- The Design-Build firm shall construct SMF-L, SMF-MA, SMF-MB and SMF-MC commensurate with the current permitted volumes at a minimum. Any proposed modifications shall not be implemented without prior approval by the Department and shall be coordinated with the project to the west under FPID 430051-2-52-01 and to the east under FPID 416732-4-52-01, in order to meet the permitting requirements required by the projects.

- In the event the Design-Build Firm elects to deviate from the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) and U. S. Army Core of Engineers (USACE) Permit associated with the Stormwater Management Facilities (SMF) and Flood Plain Compensation Sites (FPC), other than (SMF-L, SMF-MA, SMF-MB and SMF-MC), the Permit Modifications shall include specific calculations for excavation beyond the requirements for 6-lanes with a specific statement that such over-excavation will be utilized for future widening.
- No supplemental signals will be allowed in the islands separating the left and right turns at the ramps with SR 50.

In regards to the aforementioned, the Design-Build Firms shall submit roll plots (at a minimum) depicting the associated changes which are not included with the Technical Proposal as an ***Addendum to the Technical Proposal***. At the sole discretion of the Design-Build Firm, additional documentation is permissible as long as it follows the guidelines (both in content, in number and size of pages) under **VII. Technical Proposal Requirements.** Furthermore, the aforementioned **SHALL BE INCLUDED** in the Bid Price Proposal.

FP ID 411011-4-52-01 shall include improvements to and widening of US 98/SR 50/Cortez Blvd from east of Remington Road (MP 3.420) to Parkland Avenue (MP 4.330) as necessary to achieve a net six-lane divided urban roadway, while accommodating to the maximum extent feasible a future fourth thru lane in each direction and dual left-turn lanes (to be designed and constructed by others), and maximizing the salvaging of the then-existing facilities, and reducing future right-of-way acquisition needs and probable costs. In particular, the vertical clearance over SR 50 shall accommodate the 10-lane ultimate I-75 widening described herein, including for traffic signal clearance and the minimum vertical clearance to bottom of the lowest bridge beam/girder member shall be 18 feet 8 inches (18'-8"). A 10'wide widened sidewalk in compliance with the "SR 50 Widened Sidewalk Locally Funded Agreement" (see attachment) shall be provided on the south side of SR 50. A minimum coverage of 66,575 square yards of rigid (concrete) pavement with a minimum thickness of 12.5 ~~10~~ inches shall be provided on SR 50 and the SR 50 ramp returns. The limits of the rigid (concrete) pavement placed on the SR 50 ramp returns shall extend (approximately 100 feet beyond the ramp returns) far enough up the ramp to minimize shoving of the asphalt pavement. ~~Within 1.3 miles north of the SR 50 centerline and 1.7 miles south of the same centerline, the I-75 mainline and auxiliary shoulders that will be become a travel lane with future widening (inside or outside as the case may be) shall be paved with the mainline travel lane widening pavement (consider the approved design variation to modify the median shoulder cross slope to two percent; see attached).~~

For this project, it is the Department's requirement to have the future fourth lane pavement structure in place to be utilized for temporary traffic control when the 8-lane widening of I-75 is implemented in conjunction with the widening of the I-75/SR 50 bridge structures. Therefore, from Sta. 1956+00 to Sta. 2113+60, the Design-Build Firm shall construct the new I-75 shoulders and reconstruct the existing I-75 shoulders that are to remain and are proposed to become the future fourth travel lane, northbound and southbound. The width shall be as a travel lane (12 foot wide and 12-foot paved and base extended 4 inches beyond the pavement). The pavement structure shall be the same as the new construction mainline pavement structure as provided by the Department in the Attachment *"411011-4&411012-2_DeptProvidedFlexPvmtDesignReport_11-18-14.pdf",* less the friction course. In the event an auxiliary lane or portion of a gore is proposed to become the future fourth travel lane, northbound and southbound, the Design-Build Firm shall construct that portion of the roadway, at a minimum, with the same pavement structure as the new construction mainline pavement structure as provided by the Department in the Attachment "*411011-4&411012-2_DeptProvidedFlexPvmtDesign Report_11-18-14.pdf*." Furthermore, at locations where shoulder gutter is to be constructed in conjunction with the shoulder, generally approaching the bridge, the base shall extend four (4) inches beyond the back of the shoulder gutter.

In addition to construction of the proposed LaRose Road area improvements and associated on-street parking and turn-out facilities depicted in the FP ID 411011-4-52-01 Concept Plans, the Design-Build Firm shall reconstruct the existing guardhouse building at the LaRose Road entrance to the Withlacoochee State Forest's Croom Motorcycle Area at its current location or suitable new location, if required to be relocated by the approved design. Such relocated location shall be within the existing or to-be-acquired public right-of-way or permanent easements associated with the project, and be compatible with all existing License Agreements, Use Agreements and Use Agreement Amendments executed for the same (see Attachments). Such new location shall be approved in writing in advance by the Withlacoochee State Forest staff (contact Keith Mousel at 352-797-4101). The reconstruction process shall include re-establishing at the approved new or existing location all existing guardhouse interior and exterior facilities, features, utilities and appurtenances in-kind (equal) or better and to the extent necessary to comply with all applicable Federal, state and local laws and codes related to the building and its site. For the reconstruction and associated site construction, the Design-Build Firm shall be responsible for providing all necessary architectural and engineering design and construction services and materials incidental thereto, and for acquiring all necessary building and site permits from public agencies with jurisdiction, including the payment of all associated fees. The Design-Build Firm shall coordinate in advance

6. Project ITS Architecture (P-ITSA).
7. Project System Engineering Management Plan (P-SEMP).
8. Road Weather Information System (RWIS).
9. ITS Communication Hubs

The Design-Build Firm shall closely coordinate with the adjacent project teams when placing ITS devices and installing Fiber Optic (FO) backbone, in order to maintain minimum device spacing and to ensure continuous FO network. The design services provided by the Design-Build Firm shall include the following:

1. Preparation of complete Plans, Specifications & Estimates (PS&E) for the construction contract(s) to install the subsystems that are within the scope of the projects (FP IDs 411011-4-52-01 and 411012-2-52-01).
2. Hardware configuration analysis and design including system architecture, interfaces, communications, equipment, devices, and computers. This design shall be consistent with Statewide and District Seven IIS projects.
3. Development of proper sequencing and coordination of the various subsystem deployments.
4. Development of system test and acceptance procedures.
5. ITS design coordination.
6. The Design-Build Firm shall review the District Seven ITS Construction Checklists and assist the Construction Engineering and Inspection (CEI) firm to complete the checklists thoroughly and accurately.
7. Integration inclusive of the conversion of the system to communicate with Tampa Bay SunGuide™.

All existing through-lanes and shoulders that will remain at the completion of construction shall be, at a minimum, milled and resurfaced. Existing through-lanes shall be reconstructed, milled and resurfaced to meet the required structural number, or overbuilt as necessary to meet RFP and criteria requirements and to achieve the required profile and pavement cross slopes in accordance with the values set forth in Chapter 2 of the current edition of the PPM. The cross slope method is at the Design-Build Firms option.

The Department will consider a design variation for longitudinal grade in superelevation transitions subject to the following criteria: In transition sections where the cross slope is less than 1.5 %, a minimum longitudinal grade of 0.5% shall be maintained, unless the outside edge of pavement maintains a minimum grade of 0.2% (0.5% for curb and gutter). A design variation for three lanes sloped in one direction will also be considered. The Design-Build firms must submit the design variation for Department review and approval.

All I-75 mainline cross drains shall be extended to accommodate the eight-lane section with a full clear zone (no roadside shielding will be permitted). No installations shall impede construction of the future ten lane sections.

All existing motorist aid call boxes shall be removed and not replaced.

The Design-Build firms shall develop a master fencing plan in conformance with the attachment "*411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf*" for Department review and approval, which shall include fence types and gate locations based on the following parameters. The master plan shall be included with the Technical Proposal, and may be included in the roadway plan roll plots. All existing limited access right of way fencing shall be removed and replaced with new ten (10) foot high Type A fencing (this height is provided by Standard Index 801 or as modified herein and the Basis of Estimates Manual) and in conformance with the "Interchange Fencing Requirements" as provided as an

Attachment. The Design-Build Firm shall clear and grub a ten foot wide mowing strip adjacent to the limited access right of way line. All standard Type-A ~~such~~ fence gates shall be tube type. All gates associated with the ten (10) foot high Type-A fence shall be swing gates and consist of two (2) twelve (12) foot sections for a total width of twenty four (24) feet, and shall include Type-B chain link (see the attachment entitled "*10ftTallGate-FenceDetail_2-09-15.pd*"). All fencing along parcels with livestock shall be sufficient to confine such livestock to the parcel.

All Department ownership areas/boundaries shall be fenced, including floodplain compensation sites, except where deemed impractical and approved as such by the Department, such as areas along SR 50. All pond areas, except for sites placed within the State Forest Easements, shall be fenced. All Type B Fence shall include slide type gates. A fencing plan has been developed for the FP ID 411011-4-52-01 project, which depicts the limits and required fence types (see the Attachment titled *"411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf"* ~~*"411011-4_I-75&SR-50_Rev--01_Interchnage_FencingRequirements_11-11-14.pdf"*~~ The fencing within the developed areas shown in that fencing plan shall be six foot Type B with black vinyl, including any access gates. No Clearing and grubbing or fence construction shall be allowed within the portions of the State Forest Easements known as the existing natural depressions as described in the Use Agreements. Note: The Department has acquired Temporary Construction Easements along the existing and proposed Limited Access Right-of-Way of the west side of southbound I-75 (Sta. 2058+86 to 2114+00) for the purposes of harmonizing the proposed improvements within the limits of the FP ID 411011-4-52-01 project; any such harmonization shall be in compliance with the Use Agreements. All Vegetation Monitoring Sites shall be provided with access gates and turnouts. The exact locations of the gates and turnouts shall be approved by Department's Maintenance Office and Environmental Permits Administrator. The sites are included in the files titled:

- As an Attachment; "*411012-2_WSF_VegetationMonitoringSite-GateLocations.pdf" and*
- As a Reference Doc.; *"411012-2_ConceptPlans-Rdwy&TCP_WithRevision-2_09-26-14.pdf"*

At all locations throughout the Project, the Design-Build Firm shall maximize the preservation of existing trees and vegetation that are not in direct conflict with the construction of the project.

The work shall include identification and repair of all areas within the Department's right-of-way where ditches, channels or slopes have become eroded. All grassed areas shall be sodded.

To the maximum extent feasible, the design and construction of the Projects shall be coordinated with and be compatible with FP ID 411011-3-52-01* (I-75/SR 93 from Pasco/Hernando County Line to south of US 98/SR 50/Cortez Blvd, Hernando County) and with FP ID 242626-2-52-01* (I-75/SR 93 from north of the Hernando County Line to south of CR 470, Sumter County). *Designed and constructed by others under a separate contract not covered by this RFP.

The Department previously produced Concept Plans for FP IDs 411011-4-52-01 and 411012-2-52-01 under separate contracts, which are provided in this RFP as Reference Documents. Those Plans and convey the general intent of the Projects, are for informational purposes only, and may not be consistent or in compliance with all the requirements of this RFP. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved design and construction documents. In addition, the Design-Build Firm shall provide and furnish all construction activities, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the project.

The above-mentioned Concept plans were developed to accommodate a future eight-lane Interstate mainline widening throughout the projects' limits. To address that future widening, the Concept Plans utilized an approved design variation to modify the median shoulder cross slope to two percent. This variation was

intended to accommodate the future widening where the interim shoulder for the proposed six-lane section will become the inside travel lane of the future eight lane section.

The proposed improvements under FP IDs 411011-4-52-01 and 411012-2-52-01 include widening the existing four-lane divided rural Interstate mainline to a six-lane divided rural section with a minimum 26-foot median. Generally, as proposed in the Concept Plans, the additional travel lanes will be added to the outside. The proposed six lane typical section includes 12-foot travel lanes, 12-foot inside shoulders (10-foot paved~~*~~), 12-foot outside shoulders (10-foot paved~~*~~). ~~*Except within the limits of the southernmost and northernmost I-75 mainline ramp terminus (including taper), the I-75 mainline and auxiliary shoulders that will be become a travel lane with future widening (inside or outside as the case may be) shall be paved with the mainline travel lane widening pavement.~~

These six-lane projects (FP IDs 411011-4-52-01 and 411012-2-52-01) are interim improvements that will be followed by a future eight-lane project, and subsequently a future ten-lane project. Neither the future eight lane nor ten lane Interstate mainline widening designs have a scheduled future letting year and neither is funded for construction. The Design-Build Firm shall provide supporting documentation (Roadway, Structures, Drainage, Traffic Control, etc.) that demonstrates the six-lane design is not inconsistent with, and will not conflict with, or prohibit the efficient construction of the future eight-lane or ten-lane Interstate mainline widening concepts. The future eight-lane typical section shall be superimposed on and the Typical Sections and the critical cross sections of the Roadway Plans in order to help demonstrate this consistency.

For the purposes of this RFP, the following typical section elements shall be assumed for the future I-75 corridor configurations (future eight and ultimate ten lane mainline sections).

- Future eight-lane section (as a minimum): 4-(12 foot) lanes in each direction separated by a 26' minimum median (with barrier), 12' (10 foot paved) inside and outside shoulders.
- Ultimate ten-lane section (as a minimum): 3-(12 foot) general use lanes, 12 foot (10 foot paved) outside shoulder, 2-(12 foot) HOV/Managed use lanes, 12 foot (10 foot paved) inside shoulder, separated by a (2 foot) median barrier and 2-(12 foot) paved shoulders in each direction with a 26 foot minimum median, for a total width of 260 feet.

A Public Involvement Consultant (PIC) will not be hired by the Department for these Projects. The Design Build Firm shall be responsible for the execution of the Public Involvement effort as described herein and shall coordinate all Public Involvement activities with the Department.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project right of way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan. The Design-Build Firm shall be responsible for coordinating those landscaping concepts and reserved locations that are immediately adjacent to the Withlacoochee State Forest with the State Forest staff (contact Keith Mousel at 352-797-4101).

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance

considered as an option; however, the Design-Build Firm shall coordinate with the County regarding the possible impacts at these locations, specifically to determine the best course of action based on the Design-Build Firm's proposed design and the requirements of this RFP. The remainder of the Hernando County facilities shall be addressed as described in the Design and Construction of Hernando County Utility Work section below.

~~The Design-Build Firm may request the utility to be relocated to accommodate changes from the conceptual plans; however, these relocations require the Department's approval and the Department will not pay the Utility Agency/Owner (UA/O) or the Design-Build Firm for the utility relocation work regardless of the UA/O's eligibility for reimbursement.~~

DEVIATION FROM THE UTILITY RELOCATION PLAN: The Design Build Firm may request to deviate from the Department's commitments above, however approval from both the Department and the affected UA/O(s) will be required. If the Design-Build Firm chooses to deviate from the Department's commitments and receives approval, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the impact. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the utility facility from that depicted in the Reference Documents. The agreement shall also address the Design-Build Firm's obligation to directly compensate the utility owner for the costs of the impact. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in the Department's commitments, or be liable for any time delays caused by a change in the commitments.

Design and Construction of Hernando County Utility Work

The Design-Build Firm shall prepare a final engineering design, plans, technical special provisions, and permit applications (including but not limited to FDEP, FDOT and County permits) for the Utility Work for Hernando County in accordance with the Hernando County Utility Department (HCUD) Specifications - Water, Reclaimed Water And Wastewater Construction Specifications Manual (January 2013; can be found at http://www.hernandocounty.us/utils/Engineering/index.asp) included as an Attachment to the RFP. In addition, the file entitled "*Hernando County Utility Concept Plans 411011-4-52-01 .pdf*" has been voided and replaced with the file entitled: "*411011-4-52-01_HernandoCountyUtilities _GeneralNotes&Specs_ConceptPlans_8-05-14.pdf*". Sheet 2 of the latter file shall be considered as an Attachment, and shall supersede the HCUD Specifications if there is a conflict, while all of its other sheets shall be considered as a Reference Document. Notes regarding up-sized mains on that same Sheet 2 shall not apply if those mains do not require up-sizing based on the final design. In the event of a conflict between the referenced Standards and any other Contract Documents, including Sheet 2 of the HCUD Concept Plans, the Department shall determine which provisions apply based on the intent and purpose of the Utility Work.

The Plans Package shall be in the same format as the Department's contract documents for the Project and shall be suitable for reproduction. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the Utility Work, including, but not limited to, all clearing and grubbing, permitting, survey work, additional subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) and shall include a traffic control plan.

The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and

Florida Department of Transportation
District 7

DESIGN-BUILD
REQUEST FOR PROPOSAL
For

I-75 (SR 93) From S. of US 98/SR 50/Cortez Blvd To N. of US 98/SR 50/Cortez Blvd

–And-

I-75 (SR 93) From N. of SR 50 To Hernando/Sumter County Line,

Hernando County

Financial Projects Numbers: 411011-4-52-01, 411011-4-56-03 & 411012-2-52-01
Federal Aid Project Numbers: 0751 190 I, N/A & 0751 191 I
Contract Number: E7K24

Table of Contents

ATTACHMENTS

The Attachments listed below are hereby incorporated into and made a part of this Request for Proposal (RFP) as though fully set forth herein:

- Attachments
  - Div_II_SpecialProvisions
  - RightOfWayCertification-Construction-InProgress
  - SR50WidenedSidewalkLocallyFundedAgreement-InProgress
  - SR50WidenedSidewalkMaintenanceAgreement-InProgress
  - ValueAddedDevelopmentalSpecifications
  - Void411012-2_CrossDrainRepairTable-InProgress
  - Void411012-2_DesignVariation_PierProtection-InProgress
  - 10ftTallGate-FenceDetail_2-09-15.pdf
  - 254677-2_I-75SR-50_WrongWayDrivingImprovements_10-14-14.pdf
  - 405600-1-52-30_DesignVariation_CrossoverLocation_3-31-10.pdf
  - 411011-2_Right-of-WayMaps_08150_XXXXBT_As-of_9-26-14.pdf
  - 411011-4&411012-2_DeptProvidedFlexPvmtDesignReport_11-18-14.pdf
  - 411011-4_411011-2_WSF-VegetationMonitoringErosionAssessmentMemo_4-08-14.pdf
  - 411011-4_411012-2_Acquisition-and-RestorationCouncil(ARC)_Item-6_6-15-2012.pdf
  - 411011-4_411012-2_I-75_SR-50_SLD_WithMillingLimits_07-31-2013.pdf
  - 411011-4_411012-2_I-75-SR-50_SLD_07-31-2013.pdf
  - 411011-4_411012-2_PavementSurveyEvaluationReport-Cores_11-27-2012.pdf
  - 411011-4_411012-2_WSF_UseAgreement_U-0394_4-2013-and-Amend-1_8-2013.pdf
  - 411011-4_411012-2_WSF-Annual-StormwaterRunoff-VegetationMonitoringPlan.pdf
  - 411011-4_CrossDrainRepairTable_09-23-2013.pdf
  - 411011-4_DeptProvidedRigidPvmtDesignRpt_11-25-14.pdf
  - 411011-4_DesignException_SR50_45mphDesignSpeed_2-28-2013.pdf
  - 411011-4_DesignVariation_BorderWidth_9-26-12.pdf
  - 411011-4_DesignVariation_ShoulderCrossSlope_2-06-13.pdf
  - 411011-4_DesignVariation_VerticalAlignment_PVI-1952&2113_10-29-14.pdf
  - 411011-4_DOFMiscGatehouseRquirements_11-05-14.pdf
  - 411011-4_Final_Level-II_ScreeningRpt_6-19-13.pdf
  - 411011-4_HighwayCrashSafteyReport_08150000_5.389_8.375_12-12-12.pdf
  - 411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf
  - 411011-4_I-75_MedianCrossOverLocations.pdf
  - 411011-4_LightingAnalysisReport_6-07-13.pdf
  - 411011-4_PavementDesignReport_7-31-2013.pdf
  - 411011-4_PavementTypeSelectionReport_2-20-2014.pdf
  - 411011-4_Permit_EnvironmentalResource_43041461.000_11-01-2013.pdf
  - 411011-4_Permit_USACE_SAJ-2013-03132_NW-GGL_12-31-13.pdf
  - 411011-4_PondSitingReport_3-2013.pdf

- 411011-4_Revision-1_AddtlDrivewayConnections_08-07-14.pdf
- 411011-4_RightOfWayCertification-InitialDesignBuild.pdf
- 411011-4_TrafficTechnicalMemorandum(TTM)_5-12-11.pdf
- 411011-4_TypicalSectionPackage_2-04-11.pdf
- 411011-4-52-01_HernandoCountyUtilities_GeneralNotes&Specs_ConceptPlans_8-05-14.pdf
- 411012-2_08150-XXXXBT_Rev-Right-of-WayMaps_8-29-14.pdf
- 411012-2_AsbestosSurvey_SB&NB_I75OverCroomRital_080023-24_1-02-09.pdf
- 411012-2_AsbestosSurvey_SB&NB_I75OverWithlacoocheeRiver_080025-26_1-02-09.pdf
- 411012-2_AttachmentCrossDrainRepairTable_11-19-14.pdf
- 411012-2_DEP-SpillSiteAssessmentBaxleyOilComp_1-19-10.pdf
- 411012-2_DesignHydraulicStudy_Nov-2010.pdf
- 411012-2_DesignVariation_BorderWidth_1-08-09.pdf
- 411012-2_DesignVariation_MedianWidth_1-08-09.pdf
- 411012-2_DesignVariation_PierProtection_CroomRitalRd_12-16-14.pdf
- 411012-2_DesignVariation_ShoulderCrossSlope_7-02-09.pdf
- 411012-2_DesignVariation_VerticalAlignment_1-08-09.pdf
- 411012-2_DesignVariation_VerticalClearance_I-75OverCroomRitalRd_8-17-09.pdf
- 411012-2_DOF_EnvironmentalStormwaterRpt_ExecutiveSummary_March-2010.pdf
- 411012-2_FDEP-WithlacoocheeRiverDeterminationStateOwnedLands_6-25-07.PDF
- 411012-2_HernandoCo_WithlacoocheeRiverSovereignSubmergedLandsEasement_4-16-10.pdf
- 411012-2_HighwayCrashSaftey_Report_08150000_8.313_11.447_12-07-12.pdf
- 411012-2_PavementDesign_10-23-12.pdf
- 411012-2_Permit_EnvironmentalResource_44033330.002_8-15-12.pdf
- 411012-2_Permit_USACOE_SAJ-2011-3376_NW-GGL_12-08-11.pdf
- 411012-2_Permit_USACOE_SAJ-2011-3376_NW-GGL_MOD-1_5-06-14.pdf
- 411012-2_PondSitingReport_HernandoCo_Nov-2009.pdf
- 411012-2_PondSitingReport_SumterCo(242626-2)_Sep-2009.pdf
- 411012-2_RCRA-8_MetalsPaintSurveyReport_Brdgs-80023-24&26.pdf
- 411012-2_RightOfWayCertification-InitialDesignBuild.pdf
- 411012-2_ROW_CertificationForConstruction_11-19-14.pdf
- 411012-2_SumterCo_WithlacoocheeRiverSovereignSubmergedLandsEasement_4-16-10.pdf
- 411012-2_TypicalSectionPackage_4-06-10.pdf
- 411012-2_WSF_VegetationMonitoringSite-GateLocations.pdf

- 411014-1_PDE_Comments-and-Coordination_June-2007.pdf
- 411014-1_PDE_ContaminationScreeningEvaluation_June-2007.pdf
- 411014-1_PDE_CulturalResourceAssessmentSurveyReport_June-2007.pdf
- 411014-1_PDE_FinalPreliminaryEngineeringReport_6-2007.pdf
- 411014-1_PDE_GeotechnicalReport_June-2007.pdf
- 411014-1_PDE_LocationHydraulicsReport_June-2007.pdf
- 411014-1_PDE_MajorProjectException(OINCC)_9-26-12.pdf
- 411014-1_PDE_NoiseStudyReport_June-2007.pdf
- 411014-1_PDE_ProgrammaticSection_4f_Evaluation_June-2007.pdf
- 411014-1_PDE_SHPO_ NoEffectLetter_4-03-06.pdf
- 411014-1_PDE_TrafficTechnicalMemorandum_June-2007.pdf
- 411014-1_PDE_Type-2_CategoricalExclusion_Design-ROW-Reevaluation_4-7-2014.pdf
- 411014-1_PDE_Type-2_CategoricalExclusion_Design-ROW-Reevaluation_10-25-2012.pdf
- 411014-1_PDE_Type-2_CategoricalExclusion_Sect(4f)_Design_3-13-2007.pdf
- 411014-1_PDE_WSF-WetlandEval-and-BiologicalAssessmentMemorandum_June-2007.pdf
- ContaminationImpactCertification.pdf
- Design-BuildBidBlank-Form375-020-17_11-14.pdf
- Design-BuildBidDocumentInformation_2-09-15.pdf
- Design-BuildBidOrProposalBond-Form375-020-34.pdf
- Design-BuildBidProposalForm-Form700-010-65.pdf
- Design-BuildProposalOf-Form375-020-12S.pdf
- Div_I_DesignBuildSpecifications-9-09-2014.pdf
- ExemptDocumentsDistribution_Form_050-020-26.pdf
- FHWA_RequiredContractProvisions-FormFHWA-1273.pdf
- HighwayBeautificationPolicy_May-15-2013.pdf
- ITS_ConstructionChecklist_February-2013.pdf
- ITS_DesignGuidelinesChecklist_February-2013.pdf
- ProjectAdvertisement.pdf
- RDB14-09-Hydroplaning-AnalysisGuidance-for-Wide-LaneRdwySection_5-29-14.pdf
- RdwyDesignBulletin_RDB15-04_ProtectionOf ExistingStructures_2-06-15.pdf
- Right_of_Way_Acquisition_Schedule.pdf
- RWIS_SimplifiedInstallationConsiderationPoints.pdf
- SIS _HighwayComponentStandardsAndCriteria.pdf
- TrafficInformation_I-75_Ramps_SR-50_9-08-2014.pdf
- Void411011-2_08150-XXXX Right-of-Way Maps.pdf
- Void411011-4_I-75&SR-50_Interchange_FencingRequirements_9-26-14.pdf
- Void411011-4_I-75&SR-50_Rev-01_Interchange_FencingRequirements_11-11-14.pdf
- Void411012-2_08150-XXXX Right-of-Way Maps.pdf
- VoidDesign-BuildBidBlank-Form375-020-17.pdf
- VoidDesign-BuildBidDocumentInformation.pdf

- ContaminationAssessReportFormat.doc
- ContaminationPlanNotes.doc
- ITS_FM029-TransportationManagementCenter_Form_Rev7-10.doc
- ITS_FM030-HubEquipmentSite_Form_Rev7-10.doc
- ITS_FM031-ITS-FieldEquipmentSite_Form_Rev9-10.doc
- ITS_FM032_ElectricalLoadCenterSite_Form_Rev1-11.doc
- ITS_FM033_UtilityServiceDemarcationSite_Form_Rev 1-11.doc
- ITS_FM034_FiberOpticConcreteVaultDetail_Rev9-10.doc
- ITS_FM035_FiberOpticPullboxDetail_Rev9-10.doc
- ITS_FM036_FiberOpticCable&Equipment_Form_Rev7-10.doc
- ITS_FM037_FiberOpticPatchPanelConnection_Form_Rev1-11.doc
- ITS_FM038_WirelessCommunicationEquipment_Form_Rev11-10.doc
- ITS_FM039_MiscellaneousCommunicationEquipment_Form_Rev7-10.doc
- ITS_FM040_ElectricalEquipment_Form_Rev1-11.doc
- ITS_FM041_ClosedCircuitTelevision_Form_Rev9-10.doc
- ITS_FM042_VehicleDetectionSystem_Form_Rev9-10.doc
- ITS_FM043_DynamicMessageSign_Form_Rev7-10.doc
- ITS_FM045_RoadwayWeatherInformationSystem_Form_Rev7-10.doc
- ITS_FM046_ElectronicFeedbackSpeedSign_Form_Rev7-10.doc
- ITS_FM047_WarningBeacon_Form_Rev11-10.doc
- ITS_FM048_TrailBlazer_Form_Rev7-10.doc
- ITS_FM049_SignalController_Form_Rev11-10.doc
- ITS_FM050_CableBarrierWarningSystem_Form_Rev9-10.doc
- ITS_FM051_TravelTimeSystem_Form_Rev9-10.doc
- Acquisition-and-RestorationCouncilApproval.docx
- HernandoCountySpecificationsForUWHCA_Work.docx
- ITS_MinimumTechnicalRequirements_2-09-15.docx
- MVDS_CalibrationProcedures.docx
- VoidITS_MinimumTechnicalRequirements.docx

REFERENCE DOCUMENTS

The following documents are being provided with this RFP. Except as specifically set forth in the body of this RFP, these documents are being provided for reference and general information only. They are not being incorporated into and are not being made part of the RFP, the contract documents or any other document that is connected or related to this Project except as otherwise specifically stated herein. No information contained in these documents shall be construed as a representation of any field condition or any statement of facts upon which the Design-Build Firm can rely upon in performance of this contract. All information contained in these reference documents must be verified by a proper factual investigation. The bidder agrees that by accepting copies of the documents, any and all claims for damages, time or any other impacts based on the documents are expressly waived.

- ReferenceDocs
  - 411011-2&411012-2_AdvUtilityCoordDocs
  - 411011-4_ASAD-HY8-ICPR_Files
  - 411011-4_ConceptPlansCADD-Design_files_Rev-01_08-07-14
  - 411011-4_DesignDocs
  - 411011-4_RollPlots
  - 411011-4_ROW-Plots_WithOutRev-1
  - 411011-4_TrafficAnalysisInputFiles
  - 411011-4_Videos-and-VideoInspRpts
  - 411012-2_ASADFiles
  - 411012-2_ConceptPlans_CADD-DGN_Files
  - 411012-2_Culvert_Videos-and-VideoInspRpts
  - 411012-2_DesignDocs
  - 411012-2_Environmental
  - 411014-1_Final_PDE_Rpts_June-2007
  - HernandoCo-ConceptFrontageRd-DWG-files_10-07-14
  - 242626-2_D-5_DesignBuild_Draft-PavementDesign_9-17-2014.pdf
  - 258483-1-52-01_I-75SR50_SignedSealedPlans_ LightingPlans_7-14-1998.pdf
  - 405600-1_I-75_CrossoverLocations.pdf
  - 411011-2_SMF30_DRPRRD01.DGN
  - 411011-3&4_DesignVariation-StoppingSightDistance.pdf
  - 411011-3_DesignBuild_ApprovedPavementDesignPackage_8-22-14.pdf
  - 411011-3_DesignBuild_ApprovedTypicalSectionPackage_6-24-14.pdf
  - 411011-3_DesignBuild_EarlyWorksMOT-Phasing_ReleasedForConstruction_9-09-14.pdf
  - 411011-4_411012-2_WREC-FacilitiesAerial_11-19-14.pdf
  - 411011-4_BrightHouse_RGBs_10.06.14.pdf
  - 411011-4_Concept-LaneClosureWorkSheets_8-08-13.pdf

411011-4_ConceptPlans_Signalization_08-08-13.pdf
411011-4_ConceptPlans-Lighting_8-08-13.pdf
411011-4_ConceptPlans-Rdwy&TCP_WithRevision-1_08-07-14.pdf
411011-4_ConceptPlans-S&PM_WithRevision-1_08-07-14.pdf
411011-4_DrainageDesignDocs_8-12-13.pdf
411011-4_DrainageDesignDocs_SWFWMD-Submittal_9-25-13.pdf
411011-4_Final_Level-II_MoundingAnalysis_6-19-13.pdf
411011-4_HernandoCo_I-75_PDD-ConceptualFrontageRoadMap_7-25-14.pdf
411011-4_I75&SR50_TrafficSignal&BridgeVertClearance_MtgMin_12-04-09.pdf
411011-4_I-75_MedianCrossOverLocations.pdf
411011-4_LightingAnalysisReport_6-07-13.pdf
411011-4_Prelim_Level-1_CSER_11-18-09.pdf
411011-4_SoilSurveyReport-I75SR50-Bridge_9-30-09.pdf
411011-4_SoilSurveyReport-Ponds_05-28-13.pdf
411011-4_SoilSurveyReport-Roadway_07-26-13 .pdf
411011-4_TecoPeoplesGas_UWHCA_Removals_11-07-14.pdf
411011-4_VideoInspectionRepairReport_9-23-2013.pdf
411011-4_WREC_RelocationMarkups_9-12-14.pdf
411011-4-52-01_HernandoCountyUtilities_GeneralNotes&Specs_ConceptPlans_8-05-14.pdf
411012-2_AT&T_RGBs_10.07.14.pdf
411012-2_BaseClearanceReport_12-11-08.pdf
411012-2_Concept-LaneClosureWorkSheets_12-11-08.pdf
411012-2_ConceptPlans-Rdwy&TCP_WithRevision-2_09-26-14.pdf
411012-2_ConceptPlans-S&PM_July-2012.pdf
411012-2_DrainageDesignDocs_5-16-11.pdf
411012-2_SMF-30_DraftBoringProfiles_11-26-14.pdf
411012-2_SMF30_ExistGrnd.tin
411012-2_SoilSurveyReport-CroomRitalRdBridge_12-28-10.pdf
411012-2_SoilSurveyReport-Ponds_12-22-10.pdf
411012-2_SoilSurveyReport-Roadway_12-23-10.pdf
411012-2_SoilSurveyReport-WithlacoocheeRiverBridge_12-29-10.pdf
BusinessOfBeautification-BoldVision.pdf
HCU_I75GIS-Map_Water&Sewer_9-18-14.pdf
Void_411011-4_HernandoCo_I-75&SR-50Concept_UtilityReplace&RelocatePlans.pdf
Void_411012-2_ConceptPlans-Rdwy&TCP_Jan-2012.pdf
Void_Hernando County Utility Concept Plans 411011-4-52-01 .pdf

- Void411011-4_AT&T_RGBs_10.07.14.pdf
- Void411011-4_ConceptPlans-S&PM_WithRevision-1_08-07-13.pdf
- Void411011-4-56-16_Agreement Package.pdf
- Void411011-4-56-16_Approval Letter.pdf
- VoidPDF_PERMIT.pdf
- VoidPDF_RGB.pdf

EXEMPT DOCUMENTS

Receipt of Attachments and Reference Documents whose name is appended with **"ExemptDoc"** requires submittal of the completed Exempt Documents Request Form (Form 050-020-26) to the Department.

- z-EXEMPT_DOCUMENTS-REFERENCE_DOCS
  - 411011-4_As-builts_ExemptDoc
  - 411011-4_BridgeDevelopmentReport_ExemptDoc
  - 411011-4_BridgeInspectionReports_ExemptDoc
  - 411012-2_BridgeInspectionReports_Jan-2013_ExemptDoc
  - Croom Motorcycle Area As Built Plans_ExempDoc
  - 411011-4_ConceptPlans_RetainingWalls_7-30-13_ExemptDoc.pdf
  - 411011-4_ConceptPlans-Structures_7-30-13_ExemptDoc.pdf
  - 411012-2_BDR_I-75OverCroomRitalRd_8-04-10_ExemptDoc.pdf
  - 411012-2_BDR_I-75OverWithlacoocheeRiver_7-10-09_ExemptDoc.pdf
  - 411012-2_BHR_I75OverWithlacoocheeRiver_Oct-2009_ExemptDoc.pdf
  - 411012-2_ConceptPlans-Structures_Jan-2011_ExemptDoc.pdf
  - 411012-2_WithlacoocheeRiverScour_Calcs_3-19-09_ExemptDoc.pdf

I. Introduction.

The Florida Department of Transportation (Department) has issued this Request for Proposal (RFP) to solicit competitive bids and proposals from Proposers for the design and construction of added lanes on I-75 (SR 93) in Hernando County from south of US 98/SR 50/Cortez Blvd to north of US 98/SR 50/Cortez Blvd (FP ID 411011-4-52-01), and from north of US 98/SR 50/Cortez Blvd to the Hernando/Sumter County Line (FP ID 411012-2-52-01), as well as reconstruction/rehabilitation of the existing I-75 lanes, replacement of the bridges over US 98/SR 50, various improvements to the interchange and its ramps, added lanes and resurfacing on a portion of US 98/SR 50, Hernando County Utility Work By Highway Contractor (FP ID 411011-4-56-03), and other work as described herein. Improvements include, but are not limited to, location surveys, roadway, earthwork, drainage, bridges, miscellaneous structures, guardrail, retaining walls, geotechnical investigations, traffic control, utility coordination, utility construction, removal of existing utility infrastructure, subsurface utility engineering, signing and pavement markings, signalization, lighting, Intelligent Transportation Systems (ITS), landscaping concepts, public involvement, and environmental permitting.

I-75/SR 93 is currently a four-lane divided, rural principal arterial interstate highway with a 64-foot grassed median, and design and posted speeds of 70 miles per hour. I-75 is part of the National Highway System, the Florida Intrastate Highway System (FIHS) and the Florida's Strategic Intermodal System (SIS), and is a designated hurricane evacuation route with an Access Management Classification of "1" (Freeway).

SR 50 is currently a four-lane divided, rural principal arterial (other) highway with design and posted speeds of 45 miles per hour (see the approved Design Speed Exception, dated February 28, 2013 under Attachments). SR 50 is a designated hurricane evacuation route, and west of I-75, is part of the Florida's Strategic Intermodal System (SIS). The Withlacoochee State Forest borders most of the I-75 right-of-way north of SR 50, including stormwater treatment in natural depressions.

The Department is in the process of acquiring right of way for the Projects. Information regarding the location of the parcels to be acquired and the acquisition schedule can be found in the Right of Way Acquisition Schedule (see Attachments). The parcels to be acquired in the Right of Way Acquisition Schedule shall not be used for any construction activity or any other purpose until the Department has issued an applicable parcel clear letter or a Right of Way Certification for Construction.

In addition to the above-stated requirements, it is the Department's intent that all construction activities for the Projects be conducted within the existing right-of-way and within the right of way that the Department is in the process of acquiring in accordance with the Right of Way Acquisition Schedule. The Design-Build Firm may submit a Technical Proposal that requires the acquisition of additional right-of-way if the subject acquisition was approved during the Alternative Technical Concept (ATC) process. Any Technical Proposal that requires the acquisition of additional right-of-way will not extend the contract duration as set forth in the Request for Proposal under any circumstances. The Department will have sole authority to determine whether the acquisition of additional right-of-way on the Projects is in the Department's best interest, and the Department reserves the right to reject the acquisition of additional right-of-way.

If a Design-Build Firm intends to submit a Technical Proposal that requires the acquisition of additional right-of-way, the Design-Build Firm shall discuss such a proposal with the Department as part of the ATC process. If a Design-Build Firm submits a Technical Proposal that requires the acquisition of additional right-of-way and the Design-Build Firm fails to obtain Department approval as part of the process, then the Department will not consider such aspects of the Proposal during the Evaluation process. If the Design-Build Firm's Technical Proposal requires additional right-of-way approved by the ATC process, the additional right-of-way will be required to be directly acquired by the Department. The Design-Build Firm shall submit, along with the Technical Proposal, certified sketches and legal descriptions including area in

square feet of any proposed additional right of way parcels in the Technical Proposal. The additional right-of-way will be acquired by the Department in accordance with all applicable state and federal laws, specifically including but not limited to the Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs (42 USC Chapter 61) and its implementing regulations. This includes completing a SEIR/NEPA evaluation as appropriate. All costs concerning the acquisition of additional right-of-way will be borne solely by the Design-Build Firm. These costs include, but are not limited to consultant acquisition, appraisal services, court fees, attorney and any expert fees, property cost, etc. The Department will have sole discretion with respect to the entire acquisition process of the additional right-of-way.

If the Design-Build Firm's Technical Proposal requires additional right-of-way, the acquisition of any such right-of-way shall be at no cost to the Department, and all costs associated with securing and making ready for use such right-of-way for the Project shall be borne solely by the Design-Build Firm as a part of the Design-Build Firm's Lump Sum Price Bid. The Department will not advance any funds for any such right-of-way acquisition and the Design-Build Firm shall bear all risk of delays in the acquisition of the additional property, regardless of cause or source.

The Department will provide to the successful Design-Build Firm an estimate of all costs related to the acquisition and use of the additional right of way for the Projects. At the time the Design-Build Firm returns the executed contract to the Department, the Design-Build Firm shall provide the Department funds equal to the amount of the Department's estimate along with a Letter of Credit approved by the Department in an amount equal to 100% of the Department's estimate. If additional funds beyond the Department's estimate are anticipated, the Design-Build Firm shall be solely responsible for all such costs and provide the same to the Department upon ten (10) days written notice from the Department. The Letter of Credit is for the purpose of securing the obligations of the Design-Build Firm with respect to the acquisition and use of the additional right of way. The Letter of Credit will be released upon the Department's determination that all costs related to the acquisition of and making ready for use of the additional right of way have been satisfied. Any remaining funds provided will be returned to the Design-Build Firm.

Any additional right-of-way must be acquired prior to the commencement of any construction on or affecting the subject property. The Design-Build Firm waives any and all rights or claims for information, compensation, or reimbursement of expenses with respect to the Design-Build Firm's payment to the Department for costs associated with the acquisition of the additional right-of-way. The additional right-of-way cannot be used for any construction activity or other purpose until the Department has issued an applicable parcel clear letter or a Right-of-Way Certification for Construction.

If the Department's attempt to acquire the additional right of way is unsuccessful, then the Design-Build Firm shall provide a design of the Project within the existing right of way and the right of way shown to be acquired in the Right of Way Acquisition Schedule and will be required to complete the Project solely for the Lump Sum Price Bid, with no further monetary or time adjustments arising therefrom. Under no circumstances will the Department be liable for any increase in either time or money impacts the Design-Build Firm suffers due to the Design-Build Firm's proposed acquisition of additional right-of-way, whether or not the acquisition is successful.

The Design-Build Firm shall include a Landscape Architect duly authorized to practice Landscape Architecture in the State of Florida consistent with Chapter 481, F.S. The Design-Build Firm's Landscape Architect (DBLA) shall review and identify future unencumbered landscape areas for this Project. This Project shall reserve landscape opportunities and implement the FDOT Highway Beautification Policy. Landscape construction will be performed by others and not included with this Project. Areas shall be

identified in the Design-Build Firm's Proposal Plans as "future landscape areas to be constructed by others". Coordination will be required by the Design-Build Firm and the District Landscape Architect. Coordination between Design-Build Firm's Landscape Architect, the District Landscape Architect and Engineer will be required during the Design-Build plans development process to ensure landscape opportunities are accommodated within the project limits. The DBLA shall be included in the project kick-off meeting and subsequent progress meetings.

Any changes to requirements of the RFP by a Design-Build Firm must be approved by the Department through the Alternative Technical Concept (ATC) Proposal process, as described herein, prior to the information cut-off date. For this Project, the Department considers the following to be requirements of the Project that shall not be changed by the Design-Build Firms except as specifically modified by the RFP and associated addenda:

- Minimum Horizontal Bridge Clearance for all bridges
- Type 2 Categorical Exclusion (approved by the FHWA on March 13, 2007) and its subsequent reevaluations (last approved April 7, 2014)
- Commitments
- Minimum median width
- Requirement for median barrier on I-75
- Typical Section Package elements (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration)
- Pavement Design Package parameters (design life duration and 18 kip ESAL analysis projections)
- Prohibition of the use of Mechanistic-Empirical Pavement Design Guide for pavement design
- Access Management and property access requirements
- Provisions for the future eight lanes and accommodating the ultimate ten lanes
- SMF/Ponds designed and offset from the proposed improvements to accommodate the ultimate ten lane section
- Reconditioning of the existing culverts that are to remain in accordance with the video inspection assessment
- Provide a clear ten foot mowing strip adjacent to the right of way.
- Design Year 2040 and 20 year design life
- A Diverging Diamond Interchange will not be accepted
- A Compressed/Tight Urban Diamond Interchange will not be accepted
- The northbound exit ramp from I-75 to SR 50 shall not be shortened to exclude the portion for the future fly over.
- SR 50 shall consist of Concrete Pavement
- Roadway Lighting shall be provided from Sta. 1937+50 (coordinated with the FPID 411011-3-52-01 Design Build Team to the south) to 400 feet beyond the furthest ramp taper north of the SR 50 interchange. The I-75 lighting shall be located as to not require its relocation/replacement for the future 8-lane widening at a minimum. The roadway lighting on SR 50 shall provide coverage beginning at Sta. 966+00 and ending at Sta. 1018+00. All roadway lighting shall be High Mast with provisions for shielding on the luminaires.
- At a minimum the Withlacoochee State Forest existing pavement/parking area shall be milled 1-½" and resurfaced with 1-½" Type S-9.5 from the entrance up to the recently paved service road at Sta. 960+90 and the guardhouse shall be replaced.
- The SR 50 median shall be designed to and accommodate the future flyover.

- Traffic on a milled surface for more than one (1) day will be permissible with the following conditions: 1) Plan notes shall be provided stating the duration (said duration shall be subject to approval at the sole discretion of the Department) and location of areas where riding on a milled surface will be implemented. 2) A Plan note shall be added to include, the frequency of vacuum sweeping and to require removal of loose gravel from the milled surface and paved areas, including shoulders, not separated by a "Barrier Wall", temporary or permanent. The vacuum sweeping frequency shall be at a minimum of one time per month and more often at the sole discretion of the Department. 3) The milling shall be "micro" or fine textured.
- The project shall consist of three fence types: 1) Type A (10 foot tall), 2) Type A and 3) Type B (with Black Vinyl). All Type A (10 foot tall & Type A) fence shall utilize wood posts. The limits of the Type A and Type B (with Black Vinyl) can be found in the Attachment file entitled *"411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf"*. All other fencing shall be Type A (10 foot tall). The SMF (Pond 30) shall have Type A (10 foot tall) fence around the perimeter/ FDOT right-of-way. All SMF/FPC (Ponds) shall be fenced at the ultimate location/ FDOT right-of-way line.
- The perimeter fencing of SMF-L and access road shall be Type B fence (with Black Vinyl). All gates shall be slide type (with Black Vinyl).
- No work shall be performed, nor, embankment obtained from SMF/FCP (Pond-H) located within the 411011-3-52-01 project.
- The existing Traffic Monitoring Site on I-75 north of the SR 50 interchange (MP 301.5, 2070+25) both north and south bound, shall be replaced with new equipment as a Portable Traffic Monitoring Site (PTMS). The Design-Build Firm can utilize one (1) cabinet for both directions, although it must be sized to accommodate the future 8-lanes. If utilizing two (2) separate cabinets, they shall accommodate at a minimum four (4) lanes for NB I-75 and at a minimum four (4) lanes for SB I-75. The new site should be placed at least 1,000 feet north of the furthest ramp/auxiliary lane taper and shall not conflict with the future widening to 8-lanes.
- SR 50 shall be designed with seven (7) foot Buffered Bicycle Lanes, including, but not limited to, minimum twelve (12) foot wide thru and turn lanes. The median width shall not be reduced to accommodate the seven (7) foot Buffered Bicycle Lanes. In general the anticipated concept includes moving the edge of pavement and associated drainage, roadway lighting, utilities, signing, etc. out two (2) to three (3) feet, as well as providing gravity/retaining walls to stay within the identified right-of-way. The concrete pavement shall be placed full width incorporating the four 12-foot thru lanes, twelve (12) foot turn lanes, seven (7) foot Buffered Bicycle Lanes and offsets to any islands from the furthest point of the begin and end of the curb returns of the ramps east and west of SR 50. Based on the SR 50 Concept Plans, the widening to accommodate the seven (7) foot Buffered Bicycle Lanes will require shifting the connection of La Rose Road with SR 50 to the east in order to avoid right-of-way impacts with the curb return and back of sidewalk.

  I-75 bridge structures over SR 50:

  The I-75 bridge structures over SR 50 shall be at a minimum 298.5 feet in length (based on 8.75 feet from the front face of back wall to the front face of retaining wall), as a clear span for a Single Point Diamond type interchange. The bridge structure shall also be designed to accommodate the future widening of I-75 to ten (10) lanes. The vertical clearance over SR 50 shall provide for the 10-lane ultimate I-75 widening described herein, including traffic signal clearance with a minimum vertical clearance to bottom of the lowest bridge beam/girder member of 18 feet 8 inches (18'-8"). Any offsets from the retaining walls to the curb returns, shall be a minimum of six feet six inches (6'-6") to the back of curb.

It is acceptable to utilize parallel cross walks across the ramps terminals along SR 50, although adjustments should be made to accommodate drainage structures. However, for all interchange types, the lead vehicles (at a minimum) at the stop bar, shall be in front of the bridge retaining wall and have no sight obstructions at SR 50.

Curb returns / inside edge of pavement turning radii:

For a Single Point Diamond type interchange, the inside edge of pavement turning radii for the north and southbound I-75 exit ramps to west and eastbound SR 50 triple lefts at SR 50 shall be 150 feet or greater/ flatter. The inside edge of pavement turning radii for the north and southbound I-75 exit ramps to east and westbound SR 50 at SR 50 right turns shall be 100 feet or greater/ flatter. If the Design-Build Firm is proposing dual right-turn lanes for the north and southbound I-75 exit ramps to east and westbound SR 50, curb return at SR 50, then provide for two (2) WB62FL semi-trucks, turning parallel to each other at the same time through the entire turn with at least four (4) foot separation between those vehicles, with the inside edge of pavement turning radii adjusted accordingly. The inside edge of pavement turning radii for the SR 50 east and west bound to north and south bound I-75 dual-left entrance ramps at SR 50 shall be 150 feet or greater/ flatter. The inside edge of pavement turning radii for the east and westbound SR 50 to south and northbound I-75 entrance ramps at SR 50 shall be 150 feet or greater/ flatter.

Turning movements and vehicle lane assignments:

The north and southbound I-75 exit ramps to west and eastbound SR 50 shall consist of triple lefts and shall provide for two (2) WB62FL semi-trucks in the outside two (2) lanes, turning left parallel to each other at the same time through the entire turn at a minimum, with at least four (4) foot separation between those vehicles and at least 10 feet of separation between the outermost vehicles in the opposing left turn movements.

The SR 50 east and westbound to north and southbound I-75 dual-lefts shall provide for two (2) WB62FL semi-trucks, turning parallel to each other at the same time through the entire turn with at least four (4) foot separation between those vehicles and at least 10 feet of separation between the outermost vehicles in the opposing left turn movements.

If the Design-Build Firm is proposing dual right-turn lanes for the north and southbound I-75 exit ramps to east and westbound SR 50 at SR 50, the dual right-turn lanes shall provide for two (2) WB62FL semi-trucks, turning parallel to each other at the same time through the entire turn with at least four (4) foot separation between those vehicles, with the inside edge of pavement turning radii adjusted accordingly.

The SR 50 typical section under the I-75/SR 50 bridge structure shall accommodate seven (7) foot Buffered Bicycle Lanes on both east and west bound SR 50, four 12-foot thru lanes, variable (twelve (12) foot minimum) turn lanes, type “F” curb and gutter, along with a five (5) foot sidewalk on the north side and a ten (10) foot sidewalk on the south side of SR 50.

- In addition to the stormwater management requirements for this project along SR 50, from Station 965+01.50 to 975+88.00 and SMF L shall be designed to provide stormwater management for an area outside of the projects limits on SR 50 from up to and including approximately Station 960+00. The Design-Build Firm shall design and construct a stormsewer system which will accept and convey runoff from SR 50 from Station 965+01.50 to Station 975+88.00 incorporating said area outside of the limits of the project. This also includes any offsite contributions to the SR 50 corridor within those limits that are outside of the limits of this project. The Design-Build Firm shall coordinate said storm sewer design and pipe sizes with the project to the west under FPID 430051-2-52-01, in order to install the appropriate pipe size/s required by the two projects. For the design of this stormsewer system, the Design-Build Firm shall coordinate and obtain approval from the Department.

- In addition to the stormwater management, requirements for this project along SR 50 and I-75, SMF-MB and SMF-MC shall be designed to provide stormwater management for an area outside of the projects limits on SR 50 from Station 1011+46.00 to Station 1018+00.00. This also includes any offsite contributions to the SR 50 corridor within those limits. The Design-Build Firm shall design and construct a stormsewer system which will accept and convey runoff from SR 50 from Station 1011+46.00 to Station 1018+00.00. The Design-Build Firm shall coordinate said storm sewer design and pipe sizes with the project to the east under FPID 416732-4-52-01, in order to install the appropriate pipe size/s required by the two projects. For the design of this stormsewer system, the Design-Build Firm shall coordinate and obtain approval from the Department.

- The Design-Build firm shall construct SMF-L, SMF-MA, SMF-MB and SMF-MC commensurate with the current permitted volumes at a minimum. Any proposed modifications shall not be implemented without prior approval by the Department and shall be coordinated with the project to the west under FPID 430051-2-52-01 and to the east under FPID 416732-4-52-01, in order to meet the permitting requirements required by the projects.

- In the event the Design-Build Firm elects to deviate from the Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit (ERP) and U. S. Army Core of Engineers (USACE) Permit associated with the Stormwater Management Facilities (SMF) and Flood Plain Compensation Sites (FPC), other than (SMF-L, SMF-MA, SMF-MB and SMF-MC), the Permit Modifications shall include specific calculations for excavation beyond the requirements for 6-lanes with a specific statement that such over-excavation will be utilized for future widening.
- No supplemental signals will be allowed in the islands separating the left and right turns at the ramps with SR 50.

In regards to the aforementioned, the Design-Build Firms shall submit roll plots (at a minimum) depicting the associated changes which are not included with the Technical Proposal as an ***Addendum to the Technical Proposal***. At the sole discretion of the Design-Build Firm, additional documentation is permissible as long as it follows the guidelines (both in content, in number and size of pages) under **VII. Technical Proposal Requirements.** Furthermore, the aforementioned **SHALL BE INCLUDED** in the Bid Price Proposal.

Description of Work

The Department has established the following goals for the projects (presented in order of priority):

1. Add capacity, safety and mobility to the corridor within the limits described.
2. Minimize the inconvenience to the travelling public.
3. Meet all project commitments.
4. Compatibility with the Future Configuration, as defined by this RFP.

Conditionally approved Variations/Exceptions are as follows:

- Variation- Shoulder Cross Slope (Outside)
- Variation- Cross Slope

FP ID 411011-4-52-01 shall include the widening of I-75/SR 93 to a net six (6) mainline thru travel lanes (three (3) lanes in each direction) from south of US 98/SR 50/Cortez Blvd (MP 5.389) to north of US 98/SR 50/Cortez Blvd (MP 8.375*) (including a minimum net median width** of 26 feet), the milling and resurfacing of the existing lanes, and complete reconstruction of the interchange with US 98/SR 50, including ramp reconstruction. Piers in the median of crossing streets are permitted, if appropriate sight lines, constructability, maintenance of traffic, and offsets to roadside barriers and crash cushions are maintained or achieved, and the applicable future bridge widening to eight lanes can be accomplished. Any proposed piers in the median shall not affect any future expansion and/or any PD&E commitments and requirements on either I-75 or any crossing street. Other related improvements and services shall be provided as described herein, including removal of existing utility infrastructure as described in the "Utility Coordination" section of this RFP. *Adjust MP as necessary to interface with this contract's FP ID 411012-2-52-01 project to the north. **Measured laterally between the inside edges of the left-most northbound and southbound travel lanes.

For any modification to the FP ID 411011-4-52-01 interchange configuration as depicted in the Concept Plans (Single Point Diamond, etc.), the Design-Build Firm shall, with a new traffic analysis consistent with the Traffic Technical Memorandum (TTC) dated May 12, 2011, demonstrate a Level-of-Service and reduction in delay throughout the design year that is equal to or better than that for the Concept Plan configuration. Such traffic analysis shall:

- not analyze the two intersections of a Compressed Diamond separately or independent of each other. This will ensure the overlapping between signal phasing and vehicular queuing is incorporated.
- include indirect costs associated with travel time/delay costs (Compressed Diamond vs. Single Point Diamond, etc.)
- consider truck turning geometry as it relates to delay, safety and the future expansion of the Interstate using the then-existing Compressed Diamond, Single Point Diamond, etc.
- demonstrate the TTC phases associated with the future phased expansion.
- utilize the 2020, 2030 and design year 2040 traffic volumes and K, D & T factors as provided by the Department in the file titled *"TrafficInformation_I-75_Ramps_SR-50_9-08-2014.pdf"* (Note: this file also contains the 18K ESAL's to be used in developing the Pavement Designs).
- shall demonstrate that all movements are equal to or better than the concept (at a minimum, years 2020 & 2030, as included in the IOAR, Traffic Technical Memorandum), including an analysis for the projected 2040 volumes.

The FP ID 411011-4-52-01 interchange footprint shall be in the ultimate location, and shall accommodate to the maximum extent feasible the future design and construction by others of a new directional flyover ramp from northbound I-75/SR 93 to westbound US 98/SR 50/Cortez Blvd (with a touchdown in the US 98 median), so as to maximize the salvaging of the then-existing facilities, in order to reduce future probable costs.

FP ID 411011-4-52-01 shall include improvements to and widening of US 98/SR 50/Cortez Blvd from east of Remington Road (MP 3.420) to Parkland Avenue (MP 4.330) as necessary to achieve a net six-lane divided urban roadway, while accommodating to the maximum extent feasible a future fourth thru lane in each direction and dual left-turn lanes (to be designed and constructed by others), and maximizing the salvaging of the then-existing facilities, and reducing future right-of-way acquisition needs and probable costs. In particular, the vertical clearance over SR 50 shall accommodate the 10-lane ultimate I-75 widening described herein, including for traffic signal clearance and the minimum vertical clearance to bottom of the lowest bridge beam/girder member shall be 18 feet 8 inches (18'-8"). A 10'wide widened sidewalk in compliance with the "SR 50 Widened Sidewalk Locally Funded Agreement" (see attachment) shall be provided on the south side of SR 50. A minimum coverage of 66,575 square yards of rigid (concrete) pavement with a minimum thickness of 12.5 inches shall be provided on SR 50 and the SR 50 ramp returns. The limits of the rigid (concrete) pavement placed on the SR 50 ramp returns shall extend (approximately 100 feet beyond the ramp returns) far enough up the ramp to minimize shoving of the asphalt pavement.

For this project, it is the Department's requirement to have the future fourth lane pavement structure in place to be utilized for temporary traffic control when the 8-lane widening of I-75 is implemented in conjunction with the widening of the I-75/SR 50 bridge structures. Therefore, from Sta. 1956+00 to Sta. 2113+60, the Design-Build Firm shall construct the new I-75 shoulders and reconstruct the existing I-75 shoulders that are to remain and are proposed to become the future fourth travel lane, northbound and southbound. The width shall be as a travel lane (12 foot wide and 12-foot paved and base extended 4 inches beyond the pavement). The pavement structure shall be the same as the new construction mainline pavement structure as provided by the Department in the Attachment *"411011-4&411012-2_DeptProvidedFlexPvmtDesignReport_11-18-14.pdf",* less the friction course. In the event an auxiliary lane or portion of a gore is proposed to become the future fourth travel lane, northbound and southbound, the Design-Build Firm shall construct that portion of the roadway, at a minimum, with the same pavement structure as the new construction mainline pavement structure as provided by the Department in the Attachment "*411011-4&411012-2_DeptProvidedFlexPvmtDesign Report_11-18-14.pdf*." Furthermore, at locations where shoulder gutter is to be constructed in conjunction with the shoulder, generally approaching the bridge, the base shall extend four (4) inches beyond the back of the shoulder gutter.

In addition to construction of the proposed LaRose Road area improvements and associated on-street parking and turn-out facilities depicted in the FP ID 411011-4-52-01 Concept Plans, the Design-Build Firm shall reconstruct the existing guardhouse building at the LaRose Road entrance to the Withlacoochee State Forest's Croom Motorcycle Area at its current location or suitable new location, if required to be relocated by the approved design. Such relocated location shall be within the existing or to-be-acquired public right-of-way or permanent easements associated with the project, and be compatible with all existing License Agreements, Use Agreements and Use Agreement Amendments executed for the same (see Attachments). Such new location shall be approved in writing in advance by the Withlacoochee State Forest staff (contact Keith Mousel at 352-797-4101). The reconstruction process shall include re-establishing at the approved new or existing location all existing guardhouse interior and exterior facilities, features, utilities and appurtenances in-kind (equal) or better and to the extent necessary to comply with all applicable Federal, state and local laws and codes related to the building and its site. For the reconstruction and associated site construction, the Design-Build Firm shall be responsible for providing all necessary architectural and engineering design and construction services and materials incidental thereto, and for acquiring all necessary building and site permits from public agencies with jurisdiction, including the payment of all associated fees. The Design-Build Firm shall coordinate in advance with the State Forest staff to minimize disruption to the Forest's existing operations, public access and security. FP ID 411011-4-56-03 shall include performance of all of Hernando County's utility design/ construction/ adjustment/ relocation work, including permitting as approved by the County and the Department. The Hernando County Utility Department (HCUD) Specifications - Water, Reclaimed Water and Wastewater

Construction Specifications Manual (January 2013) are provided as an Attachment to the RFP, and the Hernando County Utility Work Concept Plans are included as a reference document. The Design Build Firm shall perform all final design, all necessary relocation and all necessary adjustments for the utility work as generally depicted in those concept plans. The Design Build Firm shall coordinate with the Department and with Hernando County for final design approval. The Design Build Firm shall become the Engineer-of-Record for the Utility Work By Highway Contractor Agreement (UWHCA) plans, obtain all required permits and also be responsible for signing and sealing utility construction as-built plans in accordance with Hernando County standards.

FP ID 411012-2-52-01 shall include the widening of I-75/SR 93 to a net six (6) mainline thru travel lanes (three (3) lanes in each direction) from north of US 98/SR 50/Cortez Blvd (MP 8.314*) to the Hernando/Sumter County Line (MP 11.468), and then extending a short distance into Sumter County (MP 0.000 to 0.134) in order to provide continuity with FP ID 242626-2-52-01** (I-75/SR 93 from north of the Hernando County Line to south of CR 470, Sumter County). The project shall including a minimum net median width of 26 feet and the milling and resurfacing of the existing lanes. The existing I-75/SR 93 bridges over Croom Rital Road and the Withlacoochee River shall be widened to accommodate the additional lanes. Other related improvements and services shall be provided as described herein. *Adjust MP as necessary to interface with this contract's FP ID 411011-4-52-01 project to the south. **Designed and constructed by others under a separate contract not covered by this RFP. The project shall also provide gates and turnouts to the proposed Withlacoochee State Forest Vegetation Monitoring Sites, whose exact locations shall be approved by the Department's Maintenance Office and Environmental Permits Administrator). The sites are included in the files titled:

- As an Attachment; "*411012-2_WSF_VegetationMonitoringSite-GateLocations.pdf" and*
- As a Reference Document.; *"411012-2_ConceptPlans-Rdwy&TCP_WithRevision-2_09-26-14.pdf"*

Improvements along Croom Rital Road (approximately station 35+50 to station 55+15): Improvements shall address flooding of the existing roadway for the ultimate build out of I-75. The low edge of pavement elevation shall be at or above 56.03 as shown in the final Pond Siting Report (PSR). 11' Travel Lanes shall be provided. Vertical and horizontal improvements shall be based on a 45 MPH design speed. For the existing guardrail shielding the pile bents of the existing bridges over Croom Rital Road that are disturbed by the construction, an in-progress design variation will allow replacement with guardrail in accordance with current Department standards, in lieu of barrier protection.

A new barrier system shall be installed in the I-75 median for the entire length of FP IDs 411011-4-52-01 and 411012-2-52-01. The barrier may be concrete barrier wall or modified thrie-beam guardrail, and shall not be a cable barrier system. If modified thrie-beam guardrail is selected, the existing thrie-beam guardrail may be allowed to be retained or reset upon the submission of supporting data by the Design-Build Firm and inspection/acceptance by the Department. The Department shall be the sole authority as to whether or not existing thrie-beam guardrail shall be used, and these decisions shall be not appealed.

The Design-Build Firm shall demonstrate accommodation of emergency vehicle u-turn movements for the I-75 mainline that is equal to or better than that depicted on the Concept Plans and is in compliance with the Plans Preparation Manual.

The Design-Build Firm shall be responsible for developing an acceptable signing and pavement marking plan and implementing it accordingly. Specific features to be incorporated in the projects (FP IDs 411011-4-52-01 and 411012-2-52-01) shall include the following:

- All signs on the project shall be new.
- All sign supports and foundations shall be new.
- Coordination with the adjacent projects including, but not limited to providing grading to accommodate the signs/structures associated with those projects.
- Exception: The Florida LOGO signs may be relocated, provided that prior to relocation, the Design-Build Firm acquires approval from the Department's Maintenance Office, including confirmation that the sign and its components comply with current criteria.
- The supplemental guide signs with the legend "Ridge Manor / Weeki Wachee / Exit 301 / Tourist Info Center" and the "Florida Logo - Gas, Food, Lodging" service signs shall not be installed overhead.

All major and supplemental guide signs for interchange/exits shall be overhead, and positioned so as not to conflict with the future I-75 widening to eight lanes with full clear zone, when the future widening is to the outside and (such as locating over-lane sign trusses with their foundations and vertical posts in the center of the median; no shielding will be permitted such as with the use of guardrail). Also see Section VI. Q-Signalization and Intelligent Transpiration System Plans, 1. General Item 5 when placing a sign structure columns in the median. All overhead major and supplemental guide signs for interchange/exits shall include a full clear zone (no shielding will be permitted such as with the use of guardrail) when future widening is to the inside. Any post-interchange destination/distance signs or other minor two-post sign assemblies may be ground-mounted.

The Design-Build Firm shall be responsible for developing an acceptable signalization plan and implementing it accordingly. Specific features to be incorporated in the FP ID 411011-4-52-01 include two signalized intersections along SR 50/Cortez Blvd at the I-75 interchange and Bronson Blvd.

The projects (FP IDs 411011-4-52-01 and 411012-2-52-01) shall include ITS Freeway Management for Tampa Bay SunGuide^{TM} on I-75 (SR 93), as a portion of an overall ITS system for the I-75 corridor in Hillsborough, Pasco and Hernando counties.

The Design-Build Firm shall design and prepare a complete set of construction plans, specifications package, and technical special provisions for all ITS devices and supporting infrastructure and equipment within the scope of the projects (FP IDs 411011-4-52-01 and 411012-2-52-01). Elements of work shall include providing: communications design, ITS software and hardware design, technical specifications, design plans, traffic control plans, engineer's cost estimates, quantity computation booklet, design documentation report, development of system test and acceptance procedures, and incidental items as applicable to the projects (FP IDs 411011-4-52-01 and 411012-2-52-01). The Design-Build Firm shall facilitate ITS and ITS field elements in accordance with the attached Minimum Technical Requirements (MTR) and all associated guidelines and local practice.

ITS-related design and construction shall include the following:

1. Full Color Dynamic Message Signs (DMS) and Arterial Dynamic Message Signs (ADMS).
2. CCTV Cameras spaced at an interval of one mile or less to obtain visual coverage of alignment.
3. Microwave Video Detection System (MVDS) spaced at one mile intervals.
4. Record Keeping with FMT/ITS FM.
5. Required Traceability Verification Matrix (RTVM).

6. Project ITS Architecture (P-ITSA).
7. Project System Engineering Management Plan (P-SEMP).
8. Road Weather Information System (RWIS).
9. ITS Communication Hubs

The Design-Build Firm shall closely coordinate with the adjacent project teams when placing ITS devices and installing Fiber Optic (FO) backbone, in order to maintain minimum device spacing and to ensure continuous FO network. The design services provided by the Design-Build Firm shall include the following:

1. Preparation of complete Plans, Specifications & Estimates (PS&E) for the construction contract(s) to install the subsystems that are within the scope of the projects (FP IDs 411011-4-52-01 and 411012-2-52-01).
2. Hardware configuration analysis and design including system architecture, interfaces, communications, equipment, devices, and computers. This design shall be consistent with Statewide and District Seven IIS projects.
3. Development of proper sequencing and coordination of the various subsystem deployments.
4. Development of system test and acceptance procedures.
5. ITS design coordination.
6. The Design-Build Firm shall review the District Seven ITS Construction Checklists and assist the Construction Engineering and Inspection (CEI) firm to complete the checklists thoroughly and accurately.
7. Integration inclusive of the conversion of the system to communicate with Tampa Bay SunGuide™.

All existing through-lanes and shoulders that will remain at the completion of construction shall be, at a minimum, milled and resurfaced. Existing through-lanes shall be reconstructed, milled and resurfaced to meet the required structural number, or overbuilt as necessary to meet RFP and criteria requirements and to achieve the required profile and pavement cross slopes in accordance with the values set forth in Chapter 2 of the current edition of the PPM. The cross slope method is at the Design-Build Firms option.

The Department will consider a design variation for longitudinal grade in superelevation transitions subject to the following criteria: In transition sections where the cross slope is less than 1.5 %, a minimum longitudinal grade of 0.5% shall be maintained, unless the outside edge of pavement maintains a minimum grade of 0.2% (0.5% for curb and gutter). A design variation for three lanes sloped in one direction will also be considered. The Design-Build firms must submit the design variation for Department review and approval.

All I-75 mainline cross drains shall be extended to accommodate the eight-lane section with a full clear zone (no roadside shielding will be permitted). No installations shall impede construction of the future ten lane sections.

All existing motorist aid call boxes shall be removed and not replaced.

The Design-Build firms shall develop a master fencing plan in conformance with the attachment "*411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf"* for Department review and approval, which shall include fence types and gate locations based on the following parameters. The master plan shall be included with the Technical Proposal, and may be included in the roadway plan roll plots. All existing limited access right of way fencing shall be removed and replaced with new ten (10) foot high Type A fencing (this height is provided by Standard Index 801 or as modified herein and the Basis of Estimates Manual) and in conformance with the "Interchange Fencing Requirements" as provided as an

Attachment. The Design-Build Firm shall clear and grub a ten foot wide mowing strip adjacent to the limited access right of way line. All standard Type-A fence gates shall be tube type. All gates associated with the ten (10) foot high Type-A fence shall be swing gates and consist of two (2) twelve (12) foot sections for a total width of twenty four (24) feet, and shall include Type-B chain link (see the attachment entitled "*10ftTallGate-FenceDetail_2-09-15.pd*"). All fencing along parcels with livestock shall be sufficient to confine such livestock to the parcel.

All Department ownership areas/boundaries shall be fenced, including floodplain compensation sites, except where deemed impractical and approved as such by the Department, such as areas along SR 50. All pond areas, except for sites placed within the State Forest Easements, shall be fenced. All Type B Fence shall include slide type gates. A fencing plan has been developed for the FP ID 411011-4-52-01 project, which depicts the limits and required fence types (see the Attachment titled *"411011-4_I-75&SR-50_Rev-02_Interchange_FencingRequirements_12-19-14.pdf")*. The fencing within the developed areas shown in that fencing plan shall be six foot Type B with black vinyl, including any access gates. No Clearing and grubbing or fence construction shall be allowed within the portions of the State Forest Easements known as the existing natural depressions as described in the Use Agreements. Note: The Department has acquired Temporary Construction Easements along the existing and proposed Limited Access Right-of-Way of the west side of southbound I-75 (Sta. 2058+86 to 2114+00) for the purposes of harmonizing the proposed improvements within the limits of the FP ID 411011-4-52-01 project; any such harmonization shall be in compliance with the Use Agreements. All Vegetation Monitoring Sites shall be provided with access gates and turnouts. The exact locations of the gates and turnouts shall be approved by Department's Maintenance Office and Environmental Permits Administrator. The sites are included in the files titled:

- As an Attachment; "*411012-2_WSF_VegetationMonitoringSite-GateLocations.pdf" and*
- As a Reference Doc.; *"411012-2_ConceptPlans-Rdwy&TCP_WithRevision-2_09-26-14.pdf"*

At all locations throughout the Project, the Design-Build Firm shall maximize the preservation of existing trees and vegetation that are not in direct conflict with the construction of the project.

The work shall include identification and repair of all areas within the Department's right-of-way where ditches, channels or slopes have become eroded. All grassed areas shall be sodded.

To the maximum extent feasible, the design and construction of the Projects shall be coordinated with and be compatible with FP ID 411011-3-52-01* (I-75/SR 93 from Pasco/Hernando County Line to south of US 98/SR 50/Cortez Blvd, Hernando County) and with FP ID 242626-2-52-01* (I-75/SR 93 from north of the Hernando County Line to south of CR 470, Sumter County). *Designed and constructed by others under a separate contract not covered by this RFP.
The Department previously produced Concept Plans for FP IDs 411011-4-52-01 and 411012-2-52-01 under separate contracts, which are provided in this RFP as Reference Documents. Those Plans and convey the general intent of the Projects, are for informational purposes only, and may not be consistent or in compliance with all the requirements of this RFP. The Design-Build Firm, as Engineer of Record, is responsible for providing all final approved design and construction documents. In addition, the Design-Build Firm shall provide and furnish all construction activities, tools, equipment, supervision, labor, materials, rentals, subcontractors, profit, overhead and any other costs related to the project.

The above-mentioned Concept plans were developed to accommodate a future eight-lane Interstate mainline widening throughout the projects' limits. To address that future widening, the Concept Plans utilized an approved design variation to modify the median shoulder cross slope to two percent. This variation was intended to accommodate the future widening where the interim shoulder for the proposed six-lane section will become the inside travel lane of the future eight lane section.

The proposed improvements under FP IDs 411011-4-52-01 and 411012-2-52-01 include widening the existing four-lane divided rural Interstate mainline to a six-lane divided rural section with a minimum 26-foot median. Generally, as proposed in the Concept Plans, the additional travel lanes will be added to the outside. The proposed six lane typical section includes 12-foot travel lanes, 12-foot inside shoulders (10-foot paved), 12-foot outside shoulders (10-foot paved).

These six-lane projects (FP IDs 411011-4-52-01 and 411012-2-52-01) are interim improvements that will be followed by a future eight-lane project, and subsequently a future ten-lane project. Neither the future eight lane nor ten lane Interstate mainline widening designs have a scheduled future letting year and neither is funded for construction. The Design-Build Firm shall provide supporting documentation (Roadway, Structures, Drainage, Traffic Control, etc.) that demonstrates the six-lane design is not inconsistent with, and will not conflict with, or prohibit the efficient construction of the future eight-lane or ten-lane Interstate mainline widening concepts. The future eight-lane typical section shall be superimposed on and the Typical Sections and the critical cross sections of the Roadway Plans in order to help demonstrate this consistency.

For the purposes of this RFP, the following typical section elements shall be assumed for the future I-75 corridor configurations (future eight and ultimate ten lane mainline sections).

- Future eight-lane section (as a minimum): 4-(12 foot) lanes in each direction separated by a 26' minimum median (with barrier), 12' (10 foot paved) inside and outside shoulders.
- Ultimate ten-lane section (as a minimum): 3-(12 foot) general use lanes, 12 foot (10 foot paved) outside shoulder, 2-(12 foot) HOV/Managed use lanes, 12 foot (10 foot paved) inside shoulder, separated by a (2 foot) median barrier and 2-(12 foot) paved shoulders in each direction with a 26 foot minimum median, for a total width of 260 feet.

A Public Involvement Consultant (PIC) will not be hired by the Department for these Projects. The Design Build Firm shall be responsible for the execution of the Public Involvement effort as described herein and shall coordinate all Public Involvement activities with the Department.

It is the intent to always preserve existing vegetation including trees and palms that do not conflict with proposed improvements. Tree and palm protection shall comply with FDOT Standard Index 544. Within the Project limits and within the Project right of way, it will be the responsibility of the Design-Build Firm to identify and remove all Category 1 invasive exotics as defined by the Florida Exotic Pest Plant Council (www.fleppc.org) and as identified in the Landscape Opportunity Plan. The Design-Build Firm shall be responsible for coordinating those landscaping concepts and reserved locations that are immediately adjacent to the Withlacoochee State Forest with the State Forest staff (contact Keith Mousel at 352-797-4101).

A. Design-Build Responsibility

The Design-Build Firm shall be responsible for survey, geotechnical investigation, design, preparation of all documentation related to the acquisition of all permits not acquired by the Department, preparation of any and all information required to modify permits acquired by the Department if necessary, maintenance of traffic, demolition, and construction on or before the Projects' completion date indicated in the Proposal. The Design-Build Firm shall coordinate all utility relocations.

The Design-Build Firm shall be responsible for compliance with Design and Construction Criteria (Section VI) which sets forth requirements regarding survey, design, construction, and maintenance of traffic during construction, requirements relative to Project management, scheduling, and coordination with other agencies and entities such as state and local government, utilities and the public.

The Design-Build Firm shall be responsible for reviewing the approved Environmental Document of the PD&E Study.

The Design-Build Firm is responsible for coordinating with the District Environmental Office any engineering information related to Environmental Reevaluations. The Design-Build Firm will not be compensated for any additional costs or time associated with Reevaluation(s) resulting from proposed design changes.

The Design-Build Firm may propose changes which differ from the Traffic Technical Memorandum dated May 12, 2011 and/or the Project Development & Environment (PD&E) Study. Proposed changes must be coordinated through the Department. If changes are proposed to the configuration, the Design-Build Firm shall be responsible for preparing the necessary analyses and documentation required to satisfy requirements to obtain approval of the Department and the FHWA. The Design-Build Firm shall provide the required documentation for review and processing. Approved revisions to the configuration may also be required to be included in the Reevaluation of the National Environmental Policy Act (NEPA) document or State Environmental Impact Report (SEIR) Reevaluations, in accordance with Section M (Environmental Services/Permits/Mitigation) of the RFP. Components of the construction plans that are inconsistent with the Traffic Technical Memorandum dated May 12, 2011 or NEPA document will not be released for construction until revisions to these documents are approved by the Department and FHWA. The Design-Build Firm will not be compensated for any additional costs or time resulting from proposed changes.

The Design-Build Firm shall examine the Contract Documents and the site of the proposed work carefully before submitting a Proposal for the work contemplated and shall investigate the conditions to be encountered, as to the character, quality, and quantities of work to be performed and materials to be furnished and as to the requirements of all Contract Documents. Written notification of differing site conditions discovered during the design or construction phase of the Project will be given to the Department's Project Manager.

If the Design-Build Firm's proposed design change is inconsistent, or potentially inconsistent with the PD&E Study, the Department will have the sole discretion in determining:

1. If the Department will support the proposed design change.
2. If the design change will require additional review.
3. The process by which the design change will be reviewed and processed.
4. The minimum schedule for the Department to perform the analysis and documentation, public involvement, and coordination with the FHWA and other agencies.

The Design-Build Firm shall be responsible for collecting the necessary information and providing same to the Department so the Department can prepare any analyses and documentation required to satisfy requirements to obtain approval of the Department and, if applicable, FHWA for any reevaluation related purposes. Approved design change revisions may also be required to be included in the Reevaluation of the PD&E environmental document, in accordance with Section M (Environmental Services/ Permits/ Mitigation) of the RFP. Until and unless approval is obtained from the Department and all applicable agencies, the Design-Build Firm shall not conduct construction activities associated with the proposed design changes. The Design-Build Firm shall be responsible for any costs (planning, design, construction, delay, etc.) that may result from the above activities and approval processes. The Design-Build Firm will not be compensated for any additional costs or time resulting from the Design-Build Firm's proposed design changes; however, the Design-Build Firm may be eligible for a non-compensable contract time extension associated with the preparation, review and approval of document revisions that are necessary in conjunction with an approved Alternative Technical Concept described in Section V.B. of this RFP.

Third party entities may submit permit applications to the Department for driveway connection permits, drainage connection permits, utility permits or right of way use permits. The Department will have sole discretion in approving third party permit applications. The Design-Build Firm shall perform the following activities with regard to third party permit applications received by the Department and approved permits resulting from said applications.

- Provide Project information to the Department as necessary to assist with the Department's review of the permit applications.
- Review permit applications and provide input to the Department regarding the effect of a permit approval on the Projects.
- Revise the construction plans to incorporate/accommodate any effects of permits that are approved by the Department.
- Construct the Projects in accordance with those revised construction plans described above.
- Provide any coordination efforts associated with the above-described activities.
- Perform all of the above-described activities within the Design-Build Firm's lump sum bid price and submitted schedule.

The Design-Build Firm shall examine boring data, where available, and make their own interpretation of the subsoil investigations and other preliminary data, and shall base their bid on their own opinion of the conditions likely to be encountered. The submission of a proposal is prima facie evidence that the Design-Build Firm has made an examination as described in this provision.

The Design-Build Firm shall demonstrate good Project management practices while working on this Project. These include communication with the Department and others as necessary, management of time and resources, and documentation.

B. Department Responsibility

The Department will provide contract administration, management services, construction engineering inspection services, environmental oversight, and quality acceptance reviews of all work associated with the development and preparation of the contract plans, permits, and construction of the improvements. The Department will provide Project specific information and/or functions as outlined in this document.

In accordance with 23 CFR 636.109 of the FHWA, in a Federal Aid project, the Department shall have oversight, review, and approval authority of the permitting process.

The Department will determine the environmental impacts and coordinate with the appropriate agencies during the preparation of NEPA or SEIR Reevaluations. For federal projects, the Department will coordinate and process Reevaluations with FHWA.

The Department will be responsible for paying the Utility Agency/Owners (UAO) for reimbursable relocation costs. This does not include any utility costs associated with relocating or re-building the existing guardhouse building at the LaRose Road entrance to the Withlacoochee State Forest's Croom Motorcycle Area as described in Section I.

II. Schedule of Events.

Below is the current schedule of the events that will take place in the procurement process. The Department reserves the right to make changes or alterations to the schedule as the Department determines is in the best interests of the public. Proposers will be notified sufficiently in advance of any changes or alterations in the schedule. Unless otherwise notified in writing by the Department, the dates indicated below for submission of items or for other actions on the part of a Proposer shall constitute absolute deadlines for those activities and failure to fully comply by the time stated shall cause a Proposer to be disqualified.

Date	Event
July 7, 2014	Advertisement
August 1, 2014	Expanded Letters of Interest for Phase I of the procurement process due in District Office by 5:00 pm local time
August 21, 2014	Proposal Evaluators submit Expanded Letter of Interest Scores to Contracting Unit 5:00 pm local time
August 25, 2014	Contracting Unit provides Expanded Letter of Interest scores and Proposal Evaluators comments to Selection Committee 5:00 pm local time
August 29, 2014	Public Meeting of Selection Committee to review and confirm Expanded Letter of Interest scores 10:00 am local time
August 29, 2014	Notification to Responsive Design-Build Firms of the Expanded Letter of Interest scores 5:00 pm local time
September 2, 2014	Deadline for all responsive Design-Build firms to affirmatively declare intent to continue to Phase II of the procurement process 11:00 am local time
September 3, 2014	Shortlist Posting 12:00 pm local time
September 9, 2014	Final RFP provided to Design-Build firms providing Affirmative Declaration of Intent to continue to Phase II of the procurement process by 5:00 pm local time
September 10, 2014	Mandatory Pre-proposal meeting at 10:00 am local time at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612. All impacted Utility Agency/Owners that the Department contemplates an adjustment, protection, or relocation is possible are to be invited to the mandatory Pre-Proposal meeting.
September 10, 2014	Mandatory Pre-Proposal Hernando County UWHCA Meeting at 1:00 -5:00 pm local time at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612. Each Firm will be assigned a time slot.
September 15, 2014	Mandatory Utility Pre-Proposal Meeting facilitated by the District Utility Engineer at 8:00 am – 5:00 pm local time at Florida Department of Transportation - District 7, Brooksville Operations Center, 16411 Springhill Drive, Brooksville, FL 34604. Each Firm will be assigned a time slot.
September 23, 2014	5:00 pm local time: Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 1
October 7, 2014	5:00 pm local time: Deadline for Design-Build Firm to submit preliminary list of Alternative Technical Concepts prior to One-on-One Alternative Technical Concept Discussion Meeting No. 1.
October 14, 2014	One-on-One Alternative Technical Concept Discussion Meeting No. 1. 90 Minutes will be allotted for this Meeting.

October 16, 2014	5:00 pm local time: Deadline for Design-Build Firm to request participation in One-on-One Alternative Technical Concept Discussion Meeting No. 2
October 23, 2014	5:00 pm local time: Deadline for Design-Build Firm to submit preliminary list of One-on-One Alternative Technical Concepts prior to Alternative Technical Concept Discussion Meeting No. 2
October 28, 2014	One-on-One Alternative Technical Concept Discussion Meeting No. 2. 90 Minutes will be allotted for this Meeting.
November 3, 2014	5:00 pm local time: Deadline for submittal of Alternative Technical Concept Proposals.
November 3, 2014	5:00 pm local time: Final deadline for submission of requests for Design Exceptions or Design Variations
December 15, 2014	DBE sub forums
December 15, 2014	5:00 pm local time: Deadline for submittal of questions, for which a response is assured, prior to the submission of the Technical Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
December 16, 2014	5:00 pm local time: Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Technical Proposal.
December 19, 2014	Technical Proposals due in District Office by 2:30 pm local time
December 19, 2014	5:00 pm local time: Deadline for Design-Build for to "opt out" of Technical Proposal Page Turn meeting.
January 6, 2015	Technical Proposal Page Turn Meeting. Times will be assigned during the Pre-Proposal Meeting. 30 Minutes will be allotted for this Meeting.
January 20, 2015	Question and Answer Session. Times will be assigned during the pre-proposal meeting. One hour will be allotted for questions and responses.
March 10, 2015	Deadline for submittal of the Addendum to the Technical Proposal due in District Office by 5:00 pm local time
March 16, 2015	Deadline for Department to provide a preliminary list of questions for the Q&A Session 5:00 PM
March 19, 2015	Question and Answer Session. One hour will be allotted for questions and responses.
March 23, 2015	Deadline for submittal of Written Clarification letter following Question and Answer Session at 5:00 pm local time
March 30, 2015	5:00 pm local time: Deadline for submittal of questions, for which a response is assured, prior to the submission of the Price Proposal. All questions shall be submitted to the Pre-Bid Q&A website.
April 3, 2015	5:00 pm local time: Deadline for the Department to post responses to the Pre-Bid Q&A website for questions submitted by the Design-Build Firms prior to the submittal of the Price Proposal.

April 9, 2015	Price Proposals due in District Office by 2:30 pm local time.
April 9, 2015	Public announcing of Technical Scores and opening of Price Proposals at 2:30 pm local time at Florida Department of Transportation - District 7, 11201 N. McKinley Dr., Tampa, FL 33612
April 14, 2015	1:30 pm local time: Public Meeting of Selection Committee to determine intended Award
April 14, 2015	5:00 pm local time: Posting of the Department's intended decision to Award
May 4, 2015	Anticipated Award Date
May 15, 2015	Anticipated Execution Date

III. Threshold Requirements.

A. Qualifications

Proposers are required to be pre-qualified in all work types required for the Projects. The technical qualification requirements of Florida Administrative Code (F.A.C.) Chapter 14-75 and all qualification requirements of F.A.C. Chapter 14-22, based on the applicable category of the Projects, must be satisfied.

B. Joint Venture Firm

Two or more firms submitting as a Joint Venture must meet the Joint Venture requirements of Section 14-22.007, Florida Administrative Code. Parties to a Joint Venture must submit a Declaration of Joint Venture and Power of Attorney Form No. 375-020-18, prior to the deadline for receipt of Expanded Letters of Interest.

If the Proposer is a Joint Venture, the individual empowered by a properly executed Declaration of Joint Venture and Power of Attorney Form shall execute the proposal. The proposal shall clearly identify who will be responsible for the engineering, quality control, and geotechnical and construction portions of the Work.

C. Price Proposal Guarantee

A Price Proposal guaranty in an amount of not less than five percent (5%) of the total bid amount shall accompany each Proposer's Price Proposal. The Price Proposal guaranty may, at the discretion of the Proposer, be in the form of a cashier's check, bank money order, bank draft of any national or state bank, certified check, or surety bond, payable to the Department. The surety on any bid bond shall be a company recognized to execute bid bonds for contracts of the State of Florida. The Price Proposal guaranty shall stand for the Proposer's obligation to timely and properly execute the contract and supply all other submittals due therewith. The amount of the Price Proposal guaranty shall be a liquidated sum, which shall be due in full in the event of default, regardless of the actual damages suffered. The Price Proposal guaranty of all Proposers' shall be released pursuant to 3-4 of the Division I Design-Build Specifications.

D. Pre-Proposal Meeting

Attendance at the pre-proposal meeting is mandatory. Any affirmatively declared proposer failing to attend will be deemed non-responsive and automatically disqualified from further consideration. The purpose of this meeting is to provide a forum for the Department to discuss with all concerned parties the proposed Project, the design and construction criteria, Critical Path Method (CPM) schedule, and method of compensation, instructions for submitting proposals, Design Exceptions, Design Variations, and other relevant issues. In the event that any discussions at the pre-proposal meeting require, in the Department's opinion, official additions, deletions, or clarifications of the Request for Proposal, the Design and Construction Criteria, or any other document, the Department will issue a written addendum to this Request for Proposals as the Department determines is appropriate. No oral representations or discussions, which take place at the pre-proposal meeting, will be binding on the Department. FHWA will be invited on oversight Projects, in order to discuss the Project in detail and to clarify any concerns. Proposers shall direct all questions to the Departments Question and Answer website:
https://www3b.dot.state.fl.us/BidQuestionsAndAnswers/Proposal.aspx/SearchProposal

Immediately following the pre-proposal conference, each Proposer shall be given a one hour time slot to meet directly with the Hernando County Utilities Department to gain a full understanding of the mandatory improvements required under this contract prior to submission of the technical and price proposal. This is a mandatory meeting.

E. Technical Proposal Page-Turn Meeting

The Department will meet with each Proposer, formally for thirty (30) minutes, for a page-turn meeting. FHWA will be invited on FA Oversight Projects. The purpose of the page-turn meeting is for the Design-Build Firm to guide the Technical Review Committee through the Technical Proposal, highlighting sections within the Technical Proposal that the Design-Build Firm wishes to emphasize. The page-turn meeting will occur between the date the Technical Proposal is due and the Question and Answer session occurs, in accordance with the Schedule of Events section of this RFP. The Department will terminate the page-turn meeting promptly at the end of the allotted time. The Department will audio record or video record all or part of the page-turn meeting. All audio recordings or video recordings will become part of the Contract Documents. The page-turn meeting will not constitute discussions or negotiations. The Design-Build Firm will not be permitted to ask questions of the Technical Review Committee during the page-turn meeting. An unmodified aerial or map of the project limits provided by the Design-Build Firm is acceptable for reference during the page-turn meeting. The unmodified aerial or map may not be left with the Department upon conclusion of the page turn meeting. Use of other visual aids, electronic presentations, handouts, etc., during the page turn meeting is expressly prohibited. Upon conclusion of the thirty (30) minutes, the Technical Review Committee is allowed five (5) minutes to ask questions pertaining to information highlighted by Design-Build Firm. Participation in the page-turn meeting by the Design-Build Firm shall be limited to eight (8) representatives from the Design-Build Firm. Design-Build Firms desiring to opt out of the page-turn meeting may do so by submitting a request to the Department.

F. Question and Answer Session

The Department may meet with each Proposer, formally, for a Question and Answer session**.** FHWA shall be invited on FA Oversight Projects. The purpose of the Q & A session is for the Department seek clarification and ask questions, as it relates to the Technical Proposal, of the Proposer. The Department may terminate the Q & A session promptly at the end of the allotted time. The Department shall audio record or video record all or part of the Q & A session. All audio recordings or video recordings will become part of the Contract Documents. The Q & A session will not constitute “discussions” or negotiations. Proposers will

not be permitted to ask questions of the Department except to ask the meaning of a clarification question posed by the Department. No supplemental materials, handouts, etc. will be allowed to be presented in the Q & A session. No additional time will be allowed to research answers.

Within one (1) week of the Q & A session, the Design-Build Firm shall submit to the Department a written clarification letter summarizing the answers provided during the Q & A session. The questions, answers, and written clarification letter will become part of the Contract Documents and will be considered by the Department as part of the Technical Proposal. The Design-Build Firm shall not include information in the clarification letter which was not discussed during the Q&A session. In the event the Design-Build Firm includes additional information in the clarification letter which was not discussed during the Q&A session and is not otherwise included in the Technical Proposal, such additional information will not be considered by the Department during the evaluation of the Technical Proposal.

The Department will provide some (not necessarily all) proposed questions to each Design-Build Firm as it relates to their technical proposal approximately 24 hours before the scheduled Q & A session.

G. Protest Rights

Any person who is adversely affected by the specifications contained in this Request for Proposal must file a notice of intent to protest in writing within seventy-two hours of the posting of this Request for Proposals. Pursuant to Sections 120.57(3) and 337.11, Florida Statutes, and Rule Chapter 28-110, Florida Administrative Code F.A.C., any person adversely affected by the agency decision or intended decision shall file with the agency both a notice of protest in writing and bond within 72 hours after the posting of the notice of decision or intended decision, or posting of the solicitation with respect to a protest of the terms, conditions, and specifications contained in a solicitation and will file a formal written protest within ten (10) days after the filing of the notice of protest. The formal written protest shall be filed within ten (10) days after the date of the notice of protest if filed. The person filing the Protest must send the notice of intent and the formal written protest to:

Clerk of Agency Proceedings
Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

Failure to file a notice of protest or formal written protest within the time prescribed in section 120.57(3), Florida Statutes, or failure to post the bond or other security required by law within the time allowed for filing a bond shall constitute a waiver of proceedings under Chapter 120 Florida Statutes.

H. Non-Responsive Proposals

Proposals found to be non-responsive shall not be considered. Proposals may be rejected if found to be in nonconformance with the requirements and instructions herein contained. A proposal may be found to be non-responsive by reasons, including, but not limited to, failure to utilize or complete prescribed forms, conditional proposals, incomplete proposals, indefinite or ambiguous proposals, failure to meet deadlines and improper and/or undated signatures.

Other conditions which may cause rejection of proposals include evidence of collusion among Proposers, obvious lack of experience or expertise to perform the required work, submission of more than one proposal for the same work from an individual, firm, joint venture, or corporation under the same or a different name

(also included for Design-Build Projects are those proposals wherein the same Engineer is identified in more than one proposal), failure to perform or meet financial obligations on previous contracts, employment of unauthorized aliens in violation of Section 274A (e) of the Immigration and Nationalization Act, or in the event an individual, firm, partnership, or corporation is on the United States Comptroller General's List of Ineligible Design-Build Firms for Federally Financed or Assisted Projects.

The Department will not give consideration to tentative or qualified commitments in the proposals. For example, the Department will not give consideration to phrases as "we may" or " we are considering" in the evaluation process for the reason that they do not indicate a firm commitment.

Proposals will also be rejected if not delivered or received on or before the date and time specified as the due date for submission.

I. Waiver of Irregularities

The Department may waive minor informalities or irregularities in proposals received where such is merely a matter of form and not substance, and the correction or waiver of which is not prejudicial to other Proposers. Minor irregularities are defined as those that will not have an adverse effect on the Department's interest and will not affect the price of the Proposals by giving a Proposer an advantage or benefit not enjoyed by other Proposers.

1. Any design submittals that are part of a proposal shall be deemed preliminary only.
2. Preliminary design submittals may vary from the requirements of the Design and Construction Criteria. The Department, at their discretion, may elect to consider those variations in awarding points to the proposal rather than rejecting the entire proposal.
3. In no event will any such elections by the Department be deemed to be a waiving of the Design and Construction Criteria.
4. The Proposer who is selected for the Project will be required to fully comply with the Design and Construction Criteria for the price bid, regardless that the proposal may have been based on a variation from the Design and Construction Criteria.
5. Proposers shall identify separately all innovative aspects as such in the Technical Proposal. An innovative aspect does not include revisions to specifications or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, use of new products, new uses for established products, etc.
6. The Proposer shall obtain any necessary permits or permit modifications not already provided.
7. Those changes to the Design Concept may be considered together with innovative construction techniques, as well as other areas, as the basis for grading the Technical Proposals in the area of innovative measures.

J. Modification Or Withdrawal Of Technical Proposal

Proposers may modify or withdraw previously submitted Technical Proposals at any time prior to the Technical Proposal due date. Requests for modification or withdrawal of a submitted Technical Proposal shall be in writing and shall be signed in the same manner as the Technical Proposal. Upon receipt and acceptance of such a request, the entire Technical Proposal will be returned to the Proposer and not considered unless resubmitted by the due date and time. Proposers may also send a change in sealed envelope to be opened at the same time as the Technical Proposal provided the change is submitted prior to the Technical Proposal due date.

K. Department's Responsibilities

This Request for Proposal does not commit the Department to make studies or designs for the preparation of any proposal, nor to procure or contract for any articles or services.

The Department does not guarantee the details pertaining to borings, as shown on any documents supplied by the Department, to be more than a general indication of the materials likely to be found adjacent to holes bored at the site of the work, approximately at the locations indicated.

L. Design-Build Contract

The Department will enter into a Lump Sum contract with the successful Design-Build Firm. In accordance with Section V, the Design-Build Firm will provide a schedule of values to the Department for their approval. The total of the Schedule of Values will be the lump sum contract amount.

The terms and conditions of this contract are fixed price and fixed time. The Design-Build Firm's submitted bid (time and cost) is to be a lump sum bid for completing the scope of work detailed in the Request for Proposal.

IV. Disadvantaged Business Enterprise (DBE) Program.

A. DBE Availability Goal Percentage:

The Department of Transportation has an overall race-neutral DBE goal. This means that the State's goal is to spend a portion of the highway dollars with Certified DBE's as prime Design-Build Firms or as subcontractors. Race-neutral means that the Department believes that the overall goal can be achieved through the normal competitive procurement process. The Department has reviewed this Project and assigned a DBE availability goal shown in the Project Advertisement and on the bid blank/contract front page under "% DBE Availability Goal". The Department has determined that this DBE percentage can be achieved on this Project based on the number of DBE's associated with the different types of work that will be required.

Under 49 Code of Federal Regulations Part 26, if the overall goal is not achieved, the Department may be required to return to a race-conscious program where goals are imposed on individual contracts. The Department encourages Design-Build Firms to actively pursue obtaining bids and quotes from Certified DBE's.

The Department is reporting to the Federal Highway Administration the planned commitments to use DBE's. This information is being collected through the Department's Equal Opportunity Compliance (EOC) system.

B. DBE Supportive Services Providers:

The Department has contracted with a consultant, referred to as DBE Supportive Services Provider, to provide managerial and technical assistance to DBE's. This consultant is also required to work with prime Design-Build Firms, who have been awarded contracts, to assist in identifying DBE's that are available to participate on the Project. The successful Design-Build Firm should meet with the DBE Supportive Services Provider to discuss the DBE's that are available to work on this Project. The current DBE Supportive Services Provider for the State of Florida can be found in the Equal Opportunity website at:
http://www.dot.state.fl.us/equalopportunityoffice/serviceproviders.shtm

C. Bidders Opportunity List:

The Federal DBE Program requires States to maintain a database of all Firms that are participating, or attempting to participate, on DOT-assisted contracts. The list must include all Firms that bid on prime contracts or bid or quote subcontracts on DOT-assisted Projects, including both DBE's and Non-DBE's.

A Bid Opportunity List should be submitted through the Equal Opportunity Compliance system which is available at the Equal Opportunity Office Website. This information should be returned to the Equal Opportunity Office within three (3) days of submission.

V. PROJECT REQUIREMENTS AND PROVISIONS FOR WORK.

A. Governing Regulations:

The services performed by the Design-Build Firm shall be in compliance with all applicable Manuals and Guidelines including the Department, FHWA, AASHTO, and additional requirements specified in this document. Except to the extent inconsistent with the specific provisions in this document, the current edition, including updates, of the following Manuals and Guidelines shall be used in the performance of this work. Current edition is defined as the edition in place and adopted by the Department at the date of advertisement of this contract with the exception of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Manual on Uniform Traffic Control Devices (MUTCD), Design Standards and Revised Index Drawings. The Design-Build Firm shall use the edition of the Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications, Design Standards and Revised Index Drawings in effect at the time the bid price proposals are due in the District Office. The Design-Build Firm shall use the 2009 edition of the MUTCD (as amended in 2012). It shall be the Design-Build Firm's responsibility to acquire and utilize the necessary manuals and guidelines that apply to the work required to complete this Project. The services will include preparation of all documents necessary to complete the Project as described in Section I of this document.

1. Florida Department of Transportation Roadway Plans Preparation Manuals (PPM)
   http://www.dot.state.fl.us/rddesign/PPMManual/PPM.shtm

2. Florida Department of Transportation Design Standards
   http://www.dot.state.fl.us/rddesign/DesignStandards/Standards.shtm

3. Florida Department of Transportation Standard Specifications for Road and Bridge Construction (Divisions II & III), Special Provisions and Supplemental Specifications
   http://www.dot.state.fl.us/specificationsoffice/Default.shtm

4. Florida Department of Transportation Surveying Procedure
   http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/550030101.pdf

5. Florida Department of Transportation EFB User Handbook (Electronic Field Book)
   http://www.dot.state.fl.us/surveyingandmapping/doc_pubs.shtm

6. Florida Department of Transportation Drainage Manual
   http://www.dot.state.fl.us/rddesign/Hydraulics/ManualsandHandbooks.shtm

7. Florida Department of Transportation Soils and Foundations Handbook
   http://www.dot.state.fl.us/structures/Manuals/SFH.pdf

8. Florida Department of Transportation Structures Manual
   http://www.dot.state.fl.us/structures/StructuresManual/CurrentRelease/StructuresManual.shtm

9. Florida Department of Transportation Current Structures Design Bulletins
   http://www.dot.state.fl.us/structures/Memos/currentbulletins.shtm

10. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Manual
    http://www.dot.state.fl.us/ecso/downloads/publications/Manual/default.shtm

11. Florida Department of Transportation Computer Aided Design and Drafting (CADD) Production Criteria Handbook
    http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

12. Florida Department of Transportation Production Criteria Handbook CADD Structures Standards
    http://www.dot.state.fl.us/ecso/downloads/publications/CriteriaHandBook/

13. Instructions for Design Standards
    http://www.dot.state.fl.us/structures/IDS/IDSportal.pdf

14. AASHTO – A Policy on Geometric Design of Highways and Streets
    https://bookstore.transportation.org/collection_detail.aspx?ID=110

15. MUTCD - 2009
    http://mutcd.fhwa.dot.gov/

16. Safe Mobility For Life Program Policy Statement
    http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/000750001.pdf

17. Traffic Engineering and Operations Safe Mobility for Life Program
    http://www.dot.state.fl.us/trafficoperations/Operations/SafetyisGolden.shtm

18. Florida Department of Transportation American with Disabilities Act (ADA) Compliance – Facilities Access for Persons with Disabilities Procedure
    http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020015.pdf

19. Florida Department of Transportation Florida Sampling and Testing Methods
    http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/fstm/disclaimer.shtm

20. Florida Department of Transportation Flexible Pavement Coring and Evaluation Procedure
    http://www.dot.state.fl.us/statematerialsoffice/administration/resources/library/publications/materialsmanual/documents/v1-section32-clean.pdf

21. Florida Department of Transportation Design Bulletins and Update Memos
    http://www.dot.state.fl.us/rddesign/Bulletin/Default.shtm

22. Florida Department of Transportation Utility Accommodation Manual
http://www.dot.state.fl.us/specificationsoffice/utilities/UAM.shtm

23. AASHTO LRFD Bridge Design Specifications
https://bookstore.transportation.org/category_item.aspx?id=BR

24. Florida Department of Transportation Flexible Pavement Design Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

25. Florida Department of Transportation Rigid Pavement Design Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

26. Florida Department of Transportation Pavement Type Selection Manual
http://www.dot.state.fl.us/rddesign/PM/publicationS.shtm

27. Florida Department of Transportation Right of Way Manual
http://www.dot.state.fl.us/rightofway/Documents.shtm

28. Florida Department of Transportation Traffic Engineering Manual
http://www.dot.state.fl.us/TrafficOperations//Operations/Studies/TEM/TEM.shtm
29. Florida Department of Transportation Intelligent Transportation System Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

30. Federal Highway Administration Checklist and Guidelines for Review of Geotechnical Reports and Preliminary Plans and Specifications
http://www.fhwa.dot.gov/engineering/geotech/pubs/reviewguide/checklist.cfm

31. AASHTO Guide for the Development of Bicycle Facilities
https://bookstore.transportation.org/collection_detail.aspx?ID=116

32. Federal Highway Administration Hydraulic Engineering Circular Number 18 (HEC 18).
http://www.fhwa.dot.gov/engineering/hydraulics/library_arc.cfm?pub_number=17

33. Florida Department of Transportation Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways
http://www.dot.state.fl.us/rddesign/FloridaGreenbook/FGB.shtm

34. Florida Department of Transportation Project Development and Environment Manual, Parts 1 and 2
http://www.dot.state.fl.us/emo/pubs/pdeman/pdeman1.shtm

35. Florida Department of Transportation Driveway Information Guide
http://www.dot.state.fl.us/planning/systems/programs/sm/accman/pdfs/driveway2008.pdf

36. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/

37. Florida Statutes
http://www.leg.state.fl.us/Statutes/index.cfm?Mode=View%20Statutes&Submenu=1&Tab=statutes&CFID=14677574&CFTOKEN=80981948

38. 29 CFR, Part 1910.1001 – Asbestos Standard for Industry, U.S. Occupational Safety and Health Administration (OSHA)
http://www.ecfr.gov

39. 29 CFR, Part 1926, 1101 – Asbestos Standard for Construction, OSHA
http://www.ecfr.gov

40. 40 CFR, Part 61, Subpart M – National Emission Standard for Asbestos, Environmental Protection Agency (EPA)
http://www.ecfr.gov

41. 40 CFR, Part 763, Asbestos, EPA
http://www.ecfr.gov

42. Ch. 469, F.S. – Asbestos Abatement, Florida Department of Business and Professional Regulation (DBPR)
http://www.leg.state.fl.us/Statutes

43. Ch. 62-257, F.A.C. – Asbestos Program, Florida Department of Environmental Protection (DEP)
http://www.dep.state.fl.us/legal/Rules/mainrulelist.htm

44. Model Guide Specifications – Asbestos Abatement and Management in Buildings, National Institute for Building Sciences (NIBS)
http://nepis.epa.gov/Exe/ZyPURL.cgi?Dockey=P100EM7S.txt

45. Strategic Intermodal System Handbook (2012)
http://www.dot.state.fl.us/planning/systems/mspi/pdf/SIS%20Handbook%20-%20Final%20Clean%20Copy.pdf

46. Ch. 479, F.S – Outdoor Advertising
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&URL=0400-0499/0479/0479.html

47. Florida Department of Transportation Drainage Handbooks
http://www.dot.state.fl.us/rddesign/dr/files/BridgeHydraulicsHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/StormDrainHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/HydrologyHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/Opt-Pipe-HB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/OpenChannelHB-11-09.pdf
http://www.dot.state.fl.us/rddesign/dr/files/StrmWtrMgmtFacHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/CulvertHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/TemporaryDrainageHB.pdf
http://www.dot.state.fl.us/rddesign/dr/files/Erosion-and-Sediment-Control-Manual-June-2007.pdf

48. Florida Administrative Code
https://www.flrules.org/gateway/Browse.asp?toType=r&Sort=ID

49. FHWA Highway Safety Manual
http://safety.fhwa.dot.gov/hsm/

50. AASHTO Roadside Design Guide
https://bookstore.transportation.org/collection_detail.aspx?ID=105

51. AASHTO Highway Safety Manual
http://www.highwaysafetymanual.org/Pages/default.aspx

52. National ITS Architecture – Most current version
http://itsarch.iteris.com/itsarch/

53. Tampa Bay SunGuide Regional ITS Architecture – Most current version
http://www.dot.state.fl.us/trafficoperations/ITS/ITS.shtm

54. Florida Department of Transportation ITS Integration Guide Book
http://www.dot.state.fl.us/TrafficOperations/Doc_Library/Doc_Library.shtm

55. FDOT Guidelines for the Implementation of Part 940 in Florida
http://www.dot.state.fl.us/trafficoperations/its/Projects_Arch/SITSA.shtm

56. Writing a Project Systems Engineering Management Plan – September 29, 2006
http://www.dot.state.fl.us/trafficoperations/ITS/Projects_Deploy/SEMP/060929%20PSEMP%20V4.pdf
57. ***Topic*** 425-000-005 Asbestos Management Program
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/425000005.pdf

58. ***Topic*** 625-020-020 Asbestos on Bridges
http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/625020020.pdf

59. AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals https://bookstore.transportation.org/item_details.aspx?ID=1319

60. AASHTO Manual for Bridge Evaluation (MBE)
https://bookstore.transportation.org/category_item.aspx?id=BR

61. Florida Department of Transportation Bridge Load Rating Manual
http://www.dot.state.fl.us/statemaintenanceoffice/LR%20Manual%20Aug%202012.pdf

B. Innovative Aspects:

All innovative aspects shall be identified separately as such in the Technical Proposal.

An innovative aspect does not include revisions to specifications, standards or established Department policies. Innovation should be limited to Design-Build Firm's means and methods, roadway alignments, approach to Project, etc.

1. Alternative Technical Concept (ATC) Proposals

The ATC process allows innovation, flexibility, time and cost savings on the design and construction of Design-Build Projects while providing the best value for the public. Any deviation from the RFP for which the Design-Build Firms seeks to obtain approval to utilize prior to Technical Proposal submission is, by

definition, an ATC and therefore must be submitted to the Department for consideration through the ATC process. Any proposed material or technology not addressed by the RFP is considered an ATC and therefore must be submitted to the Department for consideration through the ATC process. The proposed ATC shall provide an approach that is equal to or better than the requirements of the RFP, as determined by the Department. ATC Proposals which reduce scope, quality, performance, or reliability should not be proposed. A proposed concept does not meet the definition of an ATC if the concept is contemplated by the RFP.

The Department will keep all ATC submissions confidential prior to the Final Selection of the Proposer to the fullest extent allowed by law, with few exceptions. Although the Department will issue an addendum for all ATC Proposals contained in the list below, the Department will endeavor to maintain confidentiality of the Design-Build Firms specific ATC proposal. Prior to approving ATC's which would result in the issuance of an Addendum as a result of the item being listed below, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals. Any approved ATC Proposal related to following requirements described by this RFP shall result in the issuance of an Addendum to the RFP:

- Minimum Horizontal Bridge Clearance for all bridges
- PD&E Type 2 Categorical Exclusion (approved by the FHWA on March 13, 2007) and its subsequent reevaluations
- Minimum median width
- Requirement for median barrier on I-75
- Typical Section Package elements (lane widths, shoulder widths, travel lane pavement cross slopes, mainline design speeds, design life duration)
- Access Management and property access requirements
- Provisions for the future eight lanes and accommodating the ultimate ten lanes
- SMF/Ponds design
- Reconditioning of the existing culverts that are to remain in accordance with the video inspection assessment
- Provide a clear ten foot mowing strip adjacent to the right of way.

The following requirements described by this RFP may be modified by the Design-Build Firm provided they are presented in the One-on-One ATC discussion meeting as defined below, and submitted to the Department for review and approval through the ATC process described herein. The Department may deem a Proposal Non-Responsive should the Design-Build Firm include but fail to present and obtain Department approval of the proposed alternates through the ATC process. Department approval of an ATC proposal that is related to the items listed below will NOT result in the issuance of an Addendum to the RFP.

- All items not specifically listed above.

2. One-on-One ATC Proposal Discussion Meetings

One-on-One ATC discussion meetings may be held in order for the Design-Build Firm to describe proposed changes to supplied basic configurations, Project scope, design criteria, and/or construction criteria. Each Design-Build Firm with proposed changes may request a One-on-One ATC discussion meeting to describe the proposed changes. The Design-Build Firm shall provide, by the deadline shown in the Schedule of Events of this RFP, a preliminary list of ATC proposals to be reviewed and discussed during the One-on-One ATC discussion meetings. This list may not be inclusive of all ATC's to be discussed but it should be sufficiently comprehensive to allow the Department to identify appropriate personnel to participate in the One-on-One ATC discussion meetings. The purpose of the One-on-One ATC discussion meeting is to

discuss the ATC proposals, answer questions that the Department may have related to the ATC proposal, review other relevant information and when possible establish whether the proposal meets the definition of an ATC thereby requiring the submittal of a formal ATC submittal. The meeting should be between representatives of the Design-Build Firm and/or the Design-Build Engineer of Record and District/Central Office staff as needed to provide feedback on the ATC proposal. Immediately prior to the conclusion of the One-on-One ATC discussion meeting, the Department will advise the Design-Build Firm as to the following related to the ATC proposals which were discussed:

- The Proposal meets the criteria established herein as a qualifying ATC Proposal; therefore an ATC Proposal submission IS required, or
- The Proposal does not meet the criteria established herein as a qualifying ATC proposal since the Proposal is already allowed or contemplated by the original RFP; therefore an ATC Proposal submission is NOT required.

3. Submittal of ATC Proposals

All ATC submittals must be in writing and may be submitted at any time following the Shortlist Posting but shall be submitted prior to the deadline shown in the Schedule of Events of this RFP.

All ATC submittals are required to be roll plots no larger than 36" or plan sheets and shall be sequentially numbered and include the following information and discussions:

a) Description: A description and conceptual drawings of the configuration of the ATC or other appropriate descriptive information, including, if appropriate, product details and a traffic operational analysis;
b) Usage: The locations where and an explanation of how the ATC would be used on the Project;
c) Deviations: References to requirements of the RFP which are inconsistent with the proposed ATC, an explanation of the nature of the deviations from the requirements and a request for approval of such deviations along with suggested changes to the requirements of the RFP which would allow the alternative proposal;
d) Analysis: An analysis justifying use of the ATC and why the deviation, if any, from the requirements of the RFP should be allowed;
e) Impacts: A preliminary analysis of potential impacts on vehicular traffic (both during and after construction), environmental impacts, community impacts, safety, and life-cycle Project and infrastructure costs, including impacts on the cost of repair, maintenance, and operation;
f) Risks: A description of added risks to the Department or third parties associated with implementation of the ATC;
g) Quality: A description of how the ATC is equal or better in quality and performance than the requirements of the RFP;
h) Operations: Any changes in operation requirements associated with the ATC, including ease of operations;
i) Maintenance: Any changes in maintenance requirements associated with the ATC, including ease of maintenance;
j) Anticipated Life: Any changes in the anticipated life of the item comprising the ATC;

4. Review and Approval of ATC Submittals

After receipt of the ATC submittal, the District Design Engineer (DDE), or designee, will communicate with the appropriate staff (i.e. District Structures Engineer, District Construction Engineer, District Maintenance Engineer, State Structures Engineer, State Roadway Design Engineer, FHWA, as applicable) as necessary, and respond to the Design-Build Firm in writing within 14 calendar days of receipt of the ATC submittal as to whether the ATC is acceptable, not acceptable, or requires additional information. If the DDE, or designee, determines that more information is required for the review of an ATC, questions should be prepared by the DDE, or designee, to request and receive responses from the Design-Build Firm. The review should be completed within 14 calendar days of the receipt of the ATC submittal. If the review will require additional time, the Design-Build Firm should be notified in advance of the 14 day deadline with an estimated timeframe for completion.

Approved Design Exceptions or Design Variations required as part of an approved ATC submittal will result in the issuance of an addendum to the RFP notifying all Shortlisted Design-Build Firms of the approved Design Exception(s) or Design Variation(s). Such a change will be approved by FHWA, as applicable. Prior to approving ATC's which would result in the issuance of an Addendum as a result of a Design Exception and/or Design Variation, the Design-Build Firm will be given the option to withdraw previously submitted ATC proposals.

The Department reserves the right to disclose to all Design-Build Firms, via an Addendum to the RFP, any errors of the RFP that are identified during the One-on-One ATC meetings, except to the extent that the Department determines, in its sole discretion, such disclosure would reveal confidential or proprietary information of the ATC.

ATC's are accepted by the Department at the Department's discretion and the Department reserves the right to reject any ATC submitted. The Department reserves the right to issue an Addendum to the RFP based upon a previously denied ATC Proposal, without regard to the confidentiality of the denied ATC Proposal.

The Project file will clearly document all communications with any Design-Build Firm.

5. Incorporation of Approved ATC's into the Technical Proposal

The Design-Build Firm will have the option to include any Department Approved ATC's in the Technical Proposal. The Proposal Price should reflect any incorporated ATC's. All approved ATC's that are incorporated into the Technical Proposal must be clearly identified in the Technical Proposal Plans and/or Roll Plots. The Technical Proposal shall also include a listing of the incorporated, approved ATCs.

By submitting a Proposal, the Design-Build Firm agrees, if it is not selected, to disclosure of its work product to the successful Design-Build Firm, only after receipt of the designated stipend (if applicable) or after award of the contract whichever occurs first.

C. Geotechnical Services:

1. General Conditions:

The Design-Build Firm shall be responsible for identifying and performing any geotechnical investigation, analysis and design of foundations, foundation construction, foundation load and integrity testing, and inspection dictated by the Project needs in accordance with Department guidelines, procedures and

specifications. All geotechnical work necessary shall be performed in accordance with the Governing Regulations. The Design-Build Firm shall be solely responsible for all geotechnical aspects of the Project.

D. Department Commitments:

The Design-Build Firm will be responsible for adhering to the project commitments identified below:

- Utilize the depressed areas along I-75 for stormwater quality/quantity and treatment/attenuation for the ultimate design (see the following "Environmental Permits" section).
- Comply with Use Agreement Number U-0394 (including Amendment 1) associated with FP IDs 411011-4-52-01 and 411012-2-52-01 ROW Parcels and Easements 32538 and 32539. For clarification, the ROW maps for FP ID 411011-4-52-01 are under FP ID 411011-2; Parcel 101 in the Use Agreement (Easement No. 32539) is the same as Parcel 804 in the ROW Maps; Parcel 700 is the same as Parcel 900 in the ROW maps, and Parcel 901 (Amendment 1 to the Use Agreement) is the same in both; the ROW maps for FP ID 411012-2-52-01 are under FP ID 411012-2: Easement 32538 and Parcel 801 Part "A" (Perpetual Drainage Easement) in the use agreement is the same as SMF Easement 31B2 & 31E in the ROW maps; Part "B" (Perpetual Drainage Easement) in the Use Agreement is the same as SMF easement 31F1 in the ROW maps; Part "C" (Perpetual Drainage Easement) in the Use Agreement is the same as SMF Easement 31F2 in the ROW Maps; and Part "D" (Perpetual Drainage Easement) in the Use Agreement is the same as SMF Easement 32B2 and 32C in the ROW Maps.
- Provide a driveway at the locations depicted in the "Additional Driveway Connections" attachment.
- Minimize clearing and grubbing.
- Reserve areas to implement the "Bold" landscaping initiative in a future landscaping project(s) to be constructed by others.
- Hernando County Utility Work
- Remove existing facilities for AT&T as outlined herein
- Remove existing facilities for Teco Peoples Gas as outlined herein
- Remove existing facilities for Bright House Networks as outlined herein
- Avoidance of utility facilities either existing or adjusted in advance of this project as outlined herein
- Provide gates and access turnouts to the proposed Withlacoochee State Forest Vegetation Monitoring Sites (14 ft. wide x 50 ft. long on compacted subgrade and a 1:10 max. cross slope)
- The Withlacoochee State Forest existing pavement/parking area shall be milled 1-½" and resurfaced with 1-½" Type S-9.5 from the entrance up to the recently paved service road at Sta. 960+90 and the guardhouse shall be replaced.

If the Design-Build Firm elects to utilize Parcel 100 (SMF 30) under FP ID 411012-2-52-01 as a Stormwater Management Facility (SMF), please note: The location and shape have been revised as included in the revised FP ID 411012-2-52-01 Right-of-Way maps (Attachment titled "*411012-2_08150-XXXXBT_Rev-Right-of-WayMaps_8-29-14.pdf")* and in the Concept Plans (Reference Document titled *"411012-2_ConceptPlans-Rdwy&TCP_WithRevision-2_09-26-14.pdf"*). This election will also require associated permit modifications.

E. Environmental Permits:

1. Storm Water and Surface Water:

Plans shall be prepared in accordance with Chapters 373 and 403 (F.S.) and Chapters 40 and 62 (F.A.C.).

2. Permits:

A perpetual drainage easement for approximately 84.24 acres within the Withlacoochee State Forest (WSF) was granted to the Department (Districts 5 and 7) from the Acquisition and Restoration Council in compliance with the Board of Trustees' Linear Facilities Policy. The surface water management system has been designed to accommodate the future widening to eight lanes, although the Department's permit authorization is only for the widening to six lanes. The future widening to eight lanes will require a future permit modification to construct a stormwater management system designed for an future eight (8) lane I-75 Interstate highway facility in Hernando and Sumter Counties. The WSF contains numerous natural depressions, which serve as closed retention basins. An alternative method to traditional excavated ponds within WSF was developed such that stormwater quality and quantity requirements would utilize the depressed areas along I-75 and provide the required stormwater treatment and attenuation for the ultimate design. The water will be conveyed through a variety of methods including ditches, storm drains, and existing flow paths in order to mimic existing conditions upon leaving Department right of way. Each basin was chosen based on a number of factors, including constraints imposed by the WSF, hydraulics and soil characteristics. The Design Build Firm shall not alter the location of the drainage easements outside of the existing Department right of way.

Both the Southwest Florida Water Management District (SWFWMD) and Florida Forest Service (FFS) recommended use of the depressions over traditional excavated pond sites as a way to minimize effects caused by traditional stormwater management ponds. The above-cited agreement was modified to require biological monitoring, which will be the sole responsibility of the Department.

The Department obtained an ERP 43041461.000 from SWFWMD and SAJ 2013-03132 NW-GGL from the USACE for the segment of I-75 (SR 93) from south of US 98/SR 50/Cortez Blvd to north of US 98/SR 50/Cortez. The Department obtained an ERP from the SWFWMD 44033330.002 for the segment of I-75 (SR 93) from north of SR 50 to the Hernando/Sumter County Line. All issued permits are made part of this RFP as Attachments.

The Design-Build Firm shall be responsible for modifying the issued permits as necessary to accurately depict the final design. The Design-Build Firm shall be responsible for any necessary permit time extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit time extensions, for review and approval by the Department prior to submittal to the agencies.

All applicable data shall be prepared in accordance with Chapter 373 and 403, Florida Statutes, Chapters 40 and 62, F.A.C.; Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, 23 CFR 771, 23 CFR 636, and parts 114 and 115, Title 33, Code of Federal Regulations. In addition to these Federal and State permitting requirements, any dredge and fill permitting required by local agencies shall be prepared in accordance with their specific regulations. Preparation of all documentation related to the acquisition of all applicable permits will be the responsibility of the Design-Build Firm. Preparation of complete permit

packages will be the responsibility of the Design-Build Firm. The Design-Build Firm is responsible for the accuracy of all information included in permit application packages. As the permitee, the Department is responsible for reviewing, approving, and signing, the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to the environmental permitting agency. A copy of any and all correspondence with any of the environmental permitting agencies shall be sent to the District Environmental Permits Office. If any agency rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the environmental permits valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of any and all permit applications, including responses to agency Requests for Additional Information, requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the agencies.

The Design-Build Firm will be required to pay all permit fees. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm. The Design-Build Firm shall be responsible for complying with all permit conditions.

Required wetland mitigation based on the Concept Plans has been addressed by the permits already issued to the Department, and will be the responsibility of the Department. If any permit applications completed by the Design-Build Firm propose to increase the amount of wetland impact that requires mitigation, the Design-Build Firm shall be responsible for providing to the Department an update on the amount and type of wetland impacts as soon as the impacts are anticipated (including temporary impacts and/or any anticipated impacts due to construction staging or construction methods). The Department will direct the use of a mitigation site, private mitigation bank or the use of the Department Mitigation Plan in accordance with 373.4137 F.S. The mitigation costs of any additional impacts proposed by the Design-Build Firm shall be the responsibility of the Design-Build Firm. If the Department directs use of a private mitigation bank, the Design-Build Firm shall pay the appropriate fee directly to the bank. If the Department directs use of 373.4137, F.S., the Design-Build Firm shall provide appropriate funds to the Department at the time of permit issuance and the Department will then transfer the mitigation funds to the appropriate water management district.

The Design-Build Firm shall be solely responsible for all costs associated with these permitting activities and shall include all necessary permitting activities in their schedule.

However, notwithstanding anything above to the contrary, upon the Design-Build Firm's preliminary request for extension of Contract Time, pursuant to 8-7.3, being made directly to the District Construction Engineer, the Department reserves unto the District Construction Engineer, in their sole and absolute discretion, according to the parameters set forth below, the authority to make a determination to grant a non-compensable time extension for any impacts beyond the reasonable control of the Design-Build Firm in securing permits. Furthermore, as to any such impact, no modification provision will be considered by the District Construction Engineer unless the Design-Build Firm clearly establishes that it has continuously from the beginning of the Project aggressively, efficiently and effectively pursued the securing of the permits including the utilization of any and all reasonably available means and methods to overcome all impacts. There shall be no right of any kind on behalf of the Design-Build Firm to challenge or otherwise seek review or appeal in any forum of any determination made by the District Construction Engineer under this provision.

F. Railroad Coordination: N/A

G. Survey:

The Design-Build Firm shall perform all surveying and mapping services necessary to complete the Project. Survey services must also comply with all pertinent Florida Statutes and applicable rules in the Florida Administrative Code. All field survey data will be furnished to the District Surveyor in a Department approved digital format, readily available for input and use in CADD Design files. All surveying and mapping work must be accomplished in accordance with the Department's Surveying Procedure, Topic Nos. 550-030-101; Right-of-Way Mapping Procedure, Topic No. 550-030-015; Aerial Surveying Standards for Transportation Projects Procedure, Topic No. 550-020-002. This work must comply with the Minimum Standards of Practice for Professional Surveyors and Mappers, Chapter 5J-17, F.A.C., pursuant to Section 472.027, F.S. The survey also must comply with Chapter 177, F.S.

H. Verification of Existing Conditions:

The Design-Build Firm shall be responsible for verification of existing conditions, including research of all existing Department records and other information.

By execution of the contract, the Design-Build Firm specifically acknowledges and agrees that the Design-Build Firm is contracting and being compensated for performing adequate investigations of existing site conditions sufficient to support the design developed by the Design-Build Firm and that any information is being provided merely to assist the Design-Build Firm in completing adequate site investigations. Notwithstanding any other provision in the contract documents to the contrary, no additional compensation will be paid in the event of any inaccuracies in the preliminary information.

I. Submittals:

1. Component Submittals:

The Design-Build Firm may submit components of the contract plans set instead of submitting the entire contract plan set; however, sufficient information from other components must be provided to allow for a complete review. In accordance with the Plans Preparation Manual, components of the contract plans set are roadway, signing and pavement marking, signalization, ITS, lighting, landscape, architectural, structural, and toll facilities.

The Design-Build Firm may divide the project into separate areas and submit components for each area; however, sufficient information on adjoining areas must be provided to allow for a complete review. Submittals for bridges are limited to foundation, substructure, and superstructure. For bridges over navigable waterways, submittals are limited to foundation, approach substructure, approach superstructure, main unit substructure, and main unit superstructure. Further dividing the foundation, substructure, or superstructure into Pier 2, Abutment 1, Span 4, etc will not be accepted.

Plans must meet the minimum contents of a particular phase submittal prior to submission for review. The particular phase of each submittal shall be clearly indicated on the cover sheet. Component submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the component under review.

All plans submittals shall be provided in a fully electronic "smart file" format in compliance with the CADD Production Criteria Handbook. AutoCADD files shall also be provided to Hernando County for all submittals. AutoCADD files shall also be provided to any other UAO that requests them. In addition to

any required hard-copies, all other documents that require Department review shall be submitted in an electronic medium acceptable to the Department Project Manager. All documents for Department review shall be processed through the Department's Electronic Review Comments (ERC) system.

Submittals for Category I and II bridges are limited to the following component submittals: foundation, substructure, and superstructure. Bridge component submittals must be accompanied by all supplemental information required for a complete review. Submittals for individual component elements (i.e. Pier 2, Abutment 1, Span 4, etc.) and incomplete submittals will not be accepted.

Category I and II bridge component submittals shall contain the following:

- Plan sheets for the component under review developed to the specified level of detail (i.e. 90% plans, Final plans, etc.),
- A complete set of the most developed plan sheets for all other major elements of the bridge. These sheets shall be marked "For Information Only" on the index sheet. In no case shall a plan sheet be less than 30% complete.
- Design documentation including a complete set of calculations, geotechnical reports, pertinent correspondence, etc. in support of the 90% and final component submittals.
- For Category II bridges component submittals shall also include independent peer review documentation.

2. Phase Submittals:

The Design-Build Firm shall provide the documents for each phase submittal listed below to the Department's Project Manager. The particular phase shall be clearly indicated on the documents. The Department's Project Manager will send the documents to the appropriate office for review and comment. Once all comments requiring a response from the Design-Build Firm have been satisfactorily resolved as determined by the Department, the Department's Project Manager will initial, date and stamp the signed and sealed plans and specifications as "Released for Construction".

The Design-Build Firm shall provide copies of required review documents as listed below.

90% Component Plans

15 sets of 11" X 17" roadway plans
15 sets of 11" X 17" structure plans
15 sets of 11" X 17" each component set, except ITS
10 sets of 11" X 17" ITS plans
18 sets of 11" X 17" Hernando County Utility Work Plans (submit 3 of these sets directly to Hernando County)
15 copies of Settlement and Vibration Monitoring Plan (SVMP) for Department acceptance and update throughout the construction period
3 copies of Final Geotechnical Report
3 copies of Final Bridge Hydraulic Report (if applicable)
3 sets of documentation – roadway/drainage
3 sets of documentation – structures

CD(s)/DVD(s) containing a PDF file for each of the following: Technical Special Provisions (including TSPs for Hernando County Utility Work), Specifications Workbook and Specifications Package

Two (2) hard copies and three (3) CD/DVD's of the Landscape Opportunity Plans
Three (3) hard copies of Bridge Load Rating Calculations
Three (3) hard copies of Completed Bridge Load Rating Summary Detail Sheet
Three (3) hard copies of Load Rating Summary Form
Independent Peer reviewer's comments and comment responses

Final Component Plans

10 sets of 11" X 17" roadway plans
10 sets of 11" X 17" structure plans
10 sets of 11" X 17" each component set
13 sets of 11" X 17" Hernando County Utility Work Plans (submit 3 of these sets directly to Hernando County)
10 copies of Settlement and Vibration Monitoring Plan (SVMP)
Two (2) hard copies and three (3) CD/DVD's of the Landscape Opportunity Plans
10 sets of final documentation
3 signed and sealed copies of the Bridge Load Rating Summary Detail Sheet
3 signed and sealed copies of the Load Rating Summary Form
1 signed and sealed copy of Specifications Package
2 sets of electronic copies of Technical Special Provisions on CD (including TSPs for Hernando County Utility Work)
Independent Peer Reviewer's signed and sealed cover letter that all comments have been addressed and resolved.
CD(s)/DVD(s) containing all Final Component Plans noted above in PDF format

The design documentation for each ITS plan submittal shall include voltage drop calculations

3. Requirements to Begin Construction:

The Design-Build Firm may choose to begin construction prior to completion of the Phase Submittals and the Department stamping the plans and specifications Released for Construction except for bridge construction. To begin construction the Design-Build Firm shall submit signed and sealed plans for the specific activity; submit a signed and sealed Construction Specifications Package or Supplemental Specifications Package; obtain regulatory permits as required for the specific activity; obtain utility agreements and permits, if applicable; and provide five (5) days notice before starting the specific activity. The plans to begin construction may be in any format including report with details, 8 1/2" X 11" sheets, or 11" X 17" sheets, and only the information needed by the Design-Build Firm to construct the specific activity needs to be shown. Beginning construction prior to the Department stamping the plans and specifications Released for Construction does not reduce or eliminate the Phase Submittal requirements.

As-Built Set:

The Design-Build Firm's Professional Engineer in responsible charge of the Project's design shall professionally endorse (sign, seal, and certify) the As-Built Plans, the special provisions and all reference and support documents. The professional endorsement shall be performed in accordance with the Department Plans Preparation Manual.

The Design-Build Firm shall complete the As-Built Plans as the Project is being constructed. All changes made subsequent to the "Released for Construction" Plans shall be signed/sealed by the EOR. The As-Built Plans shall reflect all changes initiated by the Design-Build Firm or the Department in the form of revisions. The As-Built Plans shall be submitted prior to Project completion for Department review and acceptance as a condition precedent to the Departments issuance of Final Acceptance.

The Department shall review, certify, and accept the As-Built Plans prior to issuing Final Acceptance of the project in order to complete the As-Built Plans.

The Department shall certify the As-Built Plans in accordance with Chapter 5.12 of the Construction Project Administration Manual (TOPIC No. 700-000-000).

The Design-Build Firm shall furnish to the Department, upon Project completion, the following:

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- Two (2) sets of the Landscape Opportunity Plans
- 1 signed and sealed copy of the Bridge Load Rating based on as-built conditions
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's/DVD's and one (1) flash drive with all
- Survey Information, including electronic files and field books

The Design-Build Firm shall furnish the following to Hernando County upon Project completion:

- 1 set of 11" X 17" signed and sealed plans
- 2 sets of 11 "X 17" copies of the signed and sealed plans
- 2 sets of final documentation (if different from final component submittal)
- 2 (two) Final Project CD's/DVD's which contain both AutoCADD files and pdf files of the plans.

4. Milestones:

Component submittals, in addition to the plan submittals listed in the previous section will be required. In addition to various submittals mentioned throughout this document the following milestone submittals will be required.

- ITS Systems Engineering Master Schedule (SEMS)
- Project ITS Architecture (P-ITSA)
- Project Systems Engineering Management Plan (P-SEMP)
- 90% Design Submittal
- 90% Plan Review
- Requirements Traceability Verification Matrix (RTVM)
- Project Specifications

- Shop Drawings
- Shop Drawing Review
- Design Approval for Construction
- Material Acquisition
- Final Design Submittal
- Final Plan Review
- ITS Test Plans and Test Results
  - As-Built Plans

The Design-Build Firm shall submit the Project Systems Engineering Management Plan (P-SEMP) and Project ITS Architecture (P-ITSA) to the Department within 60 calendar days after issuance of Notice to Proceed. In addition, the Design-Build Firm shall be required to prepare a number of submittals (RTVM, Data Submittal Forms, etc.) throughout the duration of the Project to support the final design.

5. Railroad Coordination: N/A

J. Contract Duration:

The Department has established a Contract Duration of 1100 calendar days for the subject Projects.

K. Project Schedule:

The Design-Build Firm shall submit a Schedule, in accordance with Subarticle 8-3.2 (Design-Build Division I Specifications). The Design-Build Firm's Schedule shall allow for up to fifteen (15) calendar days (excluding weekends and Department observed Holidays) review time for the Department's review of all submittals with the exception of Category 2 structures submittals. The review of Category 2 structures submittals requires Central Office involvement and the Schedule shall allow for up to twenty (20) calendar days (excluding weekends and Department observed Holidays) for these reviews.

The Department will perform the review of Foundation Construction submittals in accordance with Section 455.

The following Special Events have been identified in accordance with Specification 8-6.4:

- University of Florida Home Football Games
- Brooksville, FL Blueberry Festival

The minimum number of activities included in the Schedule shall be those listed in the Schedule of Values and those listed below:

- Anticipated Award Date
- Design Submittals
- Shop Drawing Submittals
- Design Survey
- Submittal Reviews by the Department and FHWA
- Design Review / Acceptance Milestones
- Materials Quality Tracking
- Geotechnical Investigation
- Start of Construction

- Clearing and Grubbing
- Construction Mobilization
- Embankment/Excavation
- Environmental Permit Acquisition
- Foundation Design
- Foundation Construction
- Substructure Design
- Substructure Construction
- Superstructure Design
- Superstructure Construction
- Walls Design
- Walls Construction
- Roadway Design
- Roadway Construction
- Signing and Pavement Marking Design
- Signing and Pavement Marking Construction
- Signalization and Intelligent Transportation System Design
- Signalization and Intelligent Transportation System Construction
- Lighting Design
- Lighting Construction
- Maintenance of Traffic Design
- Landscape Opportunity Plans
- Permit Submittals
- Maintenance of Traffic Set-Up (per duration)
- Erosion Control
- Holidays and Special Events (shown as non-work days)
- Additional Construction Milestones as determined by the Design-Build Firm
- Final Completion Date for All Work
- Utility Coordination
- Subsurface Utility Engineering
- Hernando County Utility Work

The Design-Build Firm shall incorporate the ITS Systems Engineering Master Schedule into the Project baseline. The minimum such milestones are listed below.

- P-ITSA
- P-SEMP
- 90% and FINAL ITS Plans
- 90% and FINAL Fiber Optic Network Configuration Plan Submitted for Review
- Project Specifications
- RTVM
- ITS Test Plans
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Design
- Overhead truss span and overhead truss cantilever and ITS pole Foundation Construction
- Intelligent Transportation System Design
- Intelligent Transportation System Construction
- Ground Results
- ITS/FM (FMT)

- Materials both on and off the APL (Specification 603-7)
- ITS Field Element Roadway Placement
- ITS Field Element Integration and testing
- ITS Network Integration and testing
- ITS Final Acceptance Testing

The Design-Build Firm shall submit the Project Systems Engineering Management Plan (P-SEMP) and Project ITS Architecture (P-ITSA) to the Department within 60 calendar days after issuance of Notice to Proceed. In addition, the Design-Build Firm shall be required to prepare a number of submittals (RTVM, Data Submittal Forms, etc.) throughout the duration of the Project to support the final design. Geographic Information System (GIS), spatial data for all ITS device locations shall be included in all applicable documents.

L. Key Personnel/Staffing:

The Design-Build Firm's work shall be performed and directed by key personnel identified in the expanded letter of interest and/or technical proposal by the Design-Build Firm. Any changes in the indicated personnel shall be subject to review and approval by the Department's Project Manager. The Design-Build Firm shall have available a professional staff that meets the minimum training and experience set forth in Florida Statute Chapter 455.

M. Meetings and Progress Reporting:

The Design-Build Firm shall anticipate periodic meetings with Department personnel, Withlacoochee State Forest - Croom Motorcycle Area (WSF) personnel, the Hernando County Utilities Department (HCUD) and other agencies as required for resolution of design and/or construction issues. These meetings may include:

- Department technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping Meetings
- System Integration Meetings
- Hernando County UWHCA Coordination

During design, the Design-Build Firm shall meet with the Department's Project Manager on a monthly basis and provide a one month look ahead of the activities to be completed during the upcoming month. A representative from WSF and HCUD shall be invited to attend each of these monthly meetings.

During construction, the Design-Build Firm shall meet with the Department's Project Manager on a weekly basis and provide a one-week look ahead for activities to be performed during the coming week. A representative from HCUD shall be invited to attend each of these weekly meetings.

The Design-Build Firm shall meet with the Department's Project Manager at least thirty (30) calendar days before beginning system integration activities. The purpose of these meetings shall be to verify the Design-Build Firm's ITS and signalization integration plans by reviewing site survey information, proposed splicing diagrams, IP addressing schemes, troubleshooting issues, and other design issues. In addition, at these meetings the Design-Build Firm shall identify any concerns regarding the Integration and provide detailed information on how such concerns will be addressed and/or minimized.

The Design-Build Firm shall provide all documentation required to support system integration meetings, including detailed functional narrative text, system and subsystem drawings and schematics. Also included shall be the documentation to demonstrate all elements of the proposed design which includes, but is not limited to: technical, functional, and operational requirements; ITS/communications; equipment; termination/patch panels; performance criteria; and details relating to interfaces to other ITS subsystems.

System Integration Meetings shall be held on mutually agreeable dates.

All action items resulting from the System Integration Meeting shall be satisfactorily addressed by the Design-Build Firm and reviewed and approved by the Department.

The Design-Build Firm shall, on a monthly basis, provide written progress reports that describe the items of concern and the work performed on each task.

N. Public Involvement:

1. General:

Public involvement is an important aspect of the Project. Public involvement includes communicating to all interested persons, groups, and government organizations information regarding the development of the Project. A Public Involvement Consultant (PIC) will not be hired by the Department for the Projects. The Design-Build Firm shall be responsible for the execution of the Public Involvement effort described in this Section. The Design-Build Firm shall coordinate all Public Involvement activities with the Department.

At the Department's discretion, the Public Involvement for the Project may be incorporated, either partially or completely, into a corridor Public Involvement program. If the Department elects to conduct a corridor Public Involvement program, the Design-Build Firm shall assist and conduct all appropriate Public Involvement activities associated specifically with the Project.

2. Community Awareness:

The Design-Build Firm shall prepare for Department review and approval, a Community Awareness Program for the Projects, which shall be implemented during project construction and shall include the following as a minimum:

Fact Sheet (internal use only): A fact sheet will be created by the Design-Build Firm, forwarded to District Public Information Office and posted on the District Construction SharePoint site.
☒ YES ☐ NO - Explain: _____

Project Brochure (public distribution): An informational brochure will be created for this project by the Design-Build Firm and posted on District Construction SharePoint site. If the project is an interstate project a copy will also be posted to the mytbi interstate website.
☒ YES ☐ Not Applicable

Elected Officials Design Phase Submittal Notification:
An email notification will be sent from the District Secretary to local elected officials at each phase. The Design-Build Firm shall assist the Department in preparing notifications to elected officials and other public officials that the project is beginning.
☒ YES ☐ NO - Explain

Maintenance of Access Plan (business & residential): - Access to the State Highway System will be maintained.

Blue business specific signs will be used for all driveways affected during construction.
☒ YES ☐ NO - Explain:

Local events will be considered when implementing the MOT plan.

This Project Is Located Near:

Raymond James Stadium	☐ YES	☒ NO	Ybor City	☐ YES	☒ NO
Tropicana Field	☐ YES	☒ NO	Plant City	☐ YES	☒ NO
Downtown Tampa	☐ YES	☒ NO	Gulf Blvd. in Pinellas Cnty	☐ YES	☒ NO
Downtown St. Pete	☐ YES	☒ NO	Florida State Fairgrounds	☐ YES	☒ NO

If YES to any of the above implement Special Event Matrix.
Detour will be needed. ☒ NO ☐ YES If YES please provide details:

Median Modification:
A Virtual Public Hearing will be held for all new medians or changes to existing medians that affect current turning movements at least 180 days prior to final design. All affected property owners and tenants will be notified. Graphics including aerial overlays will be created and included in the notification. These graphics will also be used during the public hearing. ☒ YES

The team will be responsible for notification of the public in accordance with the District 7 Community Awareness Guidelines. District 7 public meeting notification schedule will be followed for the open house.

Construction Open House Meetings will be held prior to construction activities beginning.
☒ Yes

Roll Plot w/Design Overlay:
A roll plot with design overlay will be created and used at the open house. ☒ YES ☐ NO

Frequently Asked Questions Handout:
A frequently asked questions handout will be created and used at the open house. ☒ YES ☐ NO

Driveway Letters:
Driveway letters will be sent to each property owner if changes are planned. (Certified)
☒ YES ☐ NO - Explain: Limited Access

Encroachment Letters:
If appropriate, encroachment letters will be sent prior to construction.

3. Public Meetings:

The Design-Build Firm shall provide all support necessary for the Department to hold various public meetings, which may include:

- Kick-off or introductory meeting
- Metropolitan Planning Organization (MPO) Citizens Advisory Committee Meetings (maximum of two meetings)
- MPO Transportation Technical Committee Meetings (maximum of two meetings)
- MPO Meetings (maximum of two meetings)
- Public Information Meetings, Construction Open House and/or Corridor Open House
- Elected and appointed officials (maximum of two meetings)
- Special interest groups (maximum of four meetings with private groups, homeowners associations, environmental groups, minority groups and individuals)

For any of the above type meetings the Design-Build Firm shall provide all technical assistance, data and shall produce display boards, printed material, video graphics, computerized graphics, etc., and information necessary for the day-to-day exchange of information with the public, all agencies and elected officials in order to keep them informed as to the progress and impacts that the proposed Project will create. This includes workshops, information meetings, and public hearings.

The Design-Build Firm shall, on an as-needed basis, attend the meetings with an appropriate number of personnel. The Design-Build Firm shall forward all requests for group meetings to the Department. The Design-Build Firm shall inform the Department of any meetings with individuals that occur without prior notice.

4. Public Workshops, Information Meetings:

The Design-Build Firm shall provide all the support services listed in No. 3 above. All legal/display ads announcing workshops, information meetings, and public meetings (if required by the Department) will be prepared and paid for by the Design-Build Firm.
The Department will be responsible for the legal/display advertisements for design concept acceptance. The PIC will be responsible for preparing and mailing (includes postage) for all letters announcing workshops and information meetings.

5. Public Involvement Data:

The Design-Build Firm is responsible for the following:

- Identifying possible permit and review agencies and providing names and contact information for these agencies to the Department.
- Providing required expertise (staff members) to assist the Department on an as-needed basis.
- Preparing color graphic renderings and/or computer generated graphics to depict the proposed improvements for coordination with the Department, local governments, and other agencies.

The collection of public input occurs throughout the life of the Project and requires maintaining files, newspaper clippings, letters, and especially direct contacts before, during and after any of the public meetings. Articles such as those mentioned shall be provided to the Department for their use and records.

In addition to collecting public input data, the Design-Build Firm may be asked by the Department to prepare responses to any public inquiries as a result of the public involvement process. The Department shall review all responses prior to mailing.

O. Quality Management Plan (QMP):

1. Design:

The Design-Build Firm shall be responsible for the professional quality, technical accuracy and coordination of all surveys, designs, drawings, specifications, geotechnical and other services furnished by the Design-Build Firm under this contract.

The Design-Build Firm shall provide a Design Quality Management Plan, which describes the Quality Control (QC) procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of the contract. In addition the QMP shall establish a Quality Assurance (QA) program to confirm that the Quality Control procedures are followed. The Design-Build Firm shall describe how the checking and review processes are to be documented to verify that the required procedures were followed. The QMP may be one utilized by the Design-Build Firm, as part of their normal operation or it may be one specifically designed for this Project. The Design-Build Firm shall submit a QMP within fifteen (15) working days following issuance of the written Notice to Proceed. A marked up set of prints from the Quality Control review will be sent in with each review submittal. The responsible Professional Engineers or Professional Surveyor that performed the Quality Control review, as well as the QA manager will sign a statement certifying that the review was conducted.

The Design-Build Firm shall, without additional compensation, correct all errors or deficiencies in the surveys, designs, drawings, specifications and/or other services.

No fabrication, casting, or construction will occur until all related design review and shop drawing review comments are resolved.

2. Construction:

The Design-Build Firm shall be responsible for developing and maintaining a Construction Quality Control Plan in accordance with Section 105 of Standard Specifications which describes their Quality Control procedures to verify, check, and maintain control of key construction processes and materials.

The sampling, testing and reporting of all materials used shall be in compliance with the Sampling, Testing and Reporting Guide (STRG) provided by the Department. The Design-Build Firm will use the Department's database(s) to allow audits of materials used to assure compliance with the STRG. The Department has listed the most commonly used materials and details in the Department's database. When materials being used are not in the Department's database list, the Design-Build Firm shall use appropriate material details from the STRG to report sampling and testing. Refer to the "Access Instruction for LIMS" for more information on how to gain access to the Department's databases:
http://www.dot.state.fl.us/statematerialsoffice/quality/programs/qualitycontrol/contractor.shtm

Prepare and submit to the Engineer a Job Guide Schedule (JGS) using the Laboratory Information Management System (LIMS) in accordance with Section 105 of Standard Specifications.

The Department shall maintain its rights to inspect construction activities and request any documentation from the Design-Build Firm to ensure quality products and services are being provided in accordance with the Department's Materials Acceptance Program.

P. Liaison Office:

The Department and the Design-Build Firm will designate a Liaison Office and a Project Manager who shall be the representative of their respective organizations for the Project.

Q. Engineers Field Office:

The Design-Build Firm will provide, furnish and maintain two (2) 1200 square foot Engineers Field Offices in accordance with Special Provision 109. The field office shall be located in an area that has access to high speed internet.

R. Schedule of Values:

The Design-Build Firm will be responsible for invoicing the Department based on current invoicing policy and procedure. Invoicing will be based on the completion or percentage of completion of major, well-defined tasks as defined in the schedule of values. Final payment will be made upon final acceptance by the Department of the Design-Build Project. Tracking DBE participation will be required under normal procedures according to the Construction Project Administration Manual (CPAM). The Design-Build Firm must submit the schedule of values to the Department for approval. No invoices shall be submitted prior to Department approval of the schedule of values.

Upon receipt of the invoice, the Department's Project Manager will make judgment on whether or not work of sufficient quality and quantity has been accomplished by comparing the reported percent complete against actual work accomplished.

S. Computer Automation:

The Project shall be developed utilizing computer automation systems in order to facilitate the development of the contract plans. Various software and operating systems were developed to aid in assuring quality and conformance with Department of Transportation policies and procedures. Seed Files, Cell Libraries, User Commands, MDL Applications and related programs developed for roadway design and drafting are available for the MicroStation V8 format in the FDOT CADD Software Suite. However, it is the responsibility of the Design-Build Firm to obtain and utilize current Department releases of all CADD applications.

The Design-Build Firm's role and responsibilities are defined in the Department's CADD Manual. The Design-Build Firm will be required to submit final documents and files which shall include complete CADD design and coordinate geometry files in Intergraph / Micro station format, as described in the above referenced document. The Hernando County Utilities Department shall be provided files in AutoCADD. Such files shall also be provided to any other Utility Agency/Owner that requests them.

The archived submittal shall also include either a TIMS database file, CADD Index file (generated from RDMENU) or documentation that shall contain the Project history, file descriptions of all (and only) Project files, reference file cross references, and plotting criteria a (e.g. batch, level symbology, view attributes, and display requirements). A printed directory of the archived submittal shall be included.

T. Construction Engineering and Inspection:

The Department is responsible for providing Construction Engineering and Inspection (CEI) and Quality Assurance Engineering.

The Design-Build Firm is subject to the Department's Independent Assurance (IA) Procedures.

U. Testing:

The Department or its representative will perform verification and resolution sampling and testing activities at both on site, as well as, off site locations such as pre-stress plants, batch plants, structural steel and weld, fabrication plants, etc. in accordance with the latest Specifications.

V. Value Added:

The Design-Build Firm may provide a Value Added Project Features, in accordance with Article 5-14 of the Specifications for the following features:

- Roadway features
- Roadway drainage systems,
- Approach slabs
- Superstructure
- Substructure
- Concrete defects
- Structural steel defects
- Post-tensioning systems
- And any other products or features the Design-Build Firm desires.

The Design-Build Firm shall develop the Value Added criteria, measurable standards, and remedial work plans in the Design-Build Firm's technical proposal features proposed by the Design-Build Firm.

W. Adjoining Construction Projects:

The Design-Build Firm shall be responsible for coordinating construction activities with other construction Projects that are impacted by or impact this Project. This includes Projects under the jurisdiction of local governments, the Department, or other regional and state agencies.

The Design-Build Firm shall consider and include in the Construction Plans and Bid Price Proposal, any and all temporary detours or diversions required to facilitate traffic movements into and out of the project limits; notwithstanding the alignment, lane positioning and/or grade differences of traffic conditions on those adjacent projects.

X. Issue Escalation:

In the event issues arise during prosecution of the work, the resolution of those issues will be processed as described below unless revised by a project specific Partnering Agreement:

The escalation process begins with the Construction Project Manager. All issues are to be directed to the Construction Project Manager. If the issue cannot be resolved by the Construction Project Manager in coordination with the Resident Engineer and Design Project Manager as applicable, the Construction Project Manager shall forward the issue to the District Construction Engineer who will coordinate with the District Design Engineer, as applicable. Each level shall have a maximum of five (5) calendar days (excluding weekends and Department observed holidays) to answer, resolve, or address the issue. The Design-Build Firm shall provide all supporting documentation relative to the issue being escalated. The five (5) calendar day period (excluding weekends and Department observed holidays) begins when each level in the issue escalation process has received all required supporting documentation necessary to arrive at an informed and complete decision. The five (5) calendar day period (excluding weekends and Department observed holidays) is a response time and does not infer resolution. Questions asked by the Department may be expressed verbally and followed up in writing within one (1) calendar day (excluding weekends and Department observed holidays). Responses provided by the Design-Build Firm may be expressed verbally and followed up in writing within one (1) working day. Once a response is received from the District Construction Engineer, the Construction Project Manager will respond to the Design-Build Firm in a timely manner but not to exceed three (3) calendar days (excluding weekends and Department observed holidays).

The Design-Build Firm shall provide a similar issue escalation process for their organization with personnel of similar levels of responsibility.

Should an impasse develop, the Dispute Review Board shall assist in the resolution of disputes and claims arising out of the work on the Contract.

VI. Design and Construction Criteria.

A. General:

The Design-Build Firm shall be responsible for: detailed plan checking as outlined in the Plans Preparation Manual (PPM); as described in the RFP; and the Design and Construction criteria package. This includes a checklist of the items listed in the PPM for each completed phase submittal. Bridge submittals may be broken into foundation, substructure, superstructure, approach spans and main channel spans. Roadway submittals may be broken down into grading, drainage, walls, ITS, signing & pavement marking, signalization, lighting and final geometry components. The component design must be in conformity with the Design and Construction Criteria requirements, approved preliminary layout and concept as provided in the Technical Proposal.

Before construction activities can begin for a specific component, signed and sealed design plans and calculations supporting the design for that component must be reviewed by the Department. Component submittals shall be complete submittals along with all the supporting information necessary for review. The work must represent logical work activities and must show impacts on subsequent work on this Project. Any modification to the component construction due to subsequent design changes as the result of design development is solely the Design-Build Firm's risk. Upon review by the Department, the plans will be stamped "Released for Construction" and initialed and dated by the reviewer. Any construction initiated

by the Design-Build Firm prior to receiving signed and sealed plans stamped "Released for Construction" shall be at the sole risk of the Design-Build Firm.

Prior to submittal to the Department, all Category level 2 bridge plans shall have a peer review analysis by an independent engineering firm not involved with the production of the design or plans, prequalified in accordance with Chapter 14-75. The peer review shall consist of an independent design check, a check of the plans, and a verification that the design is in accordance with AASHTO and FDOT criteria. The independent peer review engineer's comments and comment responses shall be included in the 90% plans submittal. At the final plans submittal, the independent peer review engineer shall sign and seal a cover letter certifying the final design and stating that all comments have been addressed and resolved.

All design and construction work completed under the Contract shall be in accordance with the United States Standard Measures.

B. Vibration and Settlement Monitoring:

The Department has identified vibration sensitive sites along the Project corridor. The Design-Build Firm shall be responsible for the identification of and coordination with vibration sensitive sites impacted by the Work for the duration of the construction period.

One site that has been identified is RF Micro Devices (RFMD), located at 6036 Nature Coast Blvd., adjacent to parcel 116. RFMD is a manufacturer and tester of electronic/microchip devices. The Design-Build Firm shall establish baseline vibration data prior to any construction activities in this area and determine the maximum vibration threshold that will not interfere with RFMD's operations. The Design-Build Firm shall also perform pre-construction and post-construction structural surveys of this facility.

The Design-Build Firm is responsible for evaluating the need for, design of, and the provision of any necessary precautionary features to protect existing structures from damage, including, at a minimum, selecting construction methods and procedures that will prevent damage. The Design-Build Firm shall submit for Department acceptance a Settlement and Vibration Monitoring Plan (SVMP) as part of the 90% plans submittal and update the SVMP throughout the Construction Period. The Design-Build Firm is responsible for establishing maximum settlement and vibration thresholds equivalent to or lower than the Department Specification requirements for all construction activities, including vibratory compaction operations and excavation.

Submittals for Settlement and Vibration Monitoring Plan (SVMP) shall include the following as a minimum:

- Identify any existing structures in addition to those identified that will be monitored for vibrations during the construction period.
- Establish the maximum vibration levels. The maximum vibration levels for existing structures shall not be exceeded.
- Identify any existing structures in addition to those identified that will be monitored for settlement during the construction period.
- Establish the maximum settlement levels for the existing structures that must not be exceeded. The maximum settlement level stated shall not be exceeded.
- Identify any existing structures in addition to those identified above or in Specification 455-1.1 that require pre-construction and post-construction surveys.

The Department will perform the review of Vibration and Settlement submittals in accordance with Department Specifications.

C. Geotechnical Services:

Driven Pile Foundations for Bridges and Major Structures

The Design-Build Firm shall determine whether the resistance factors used for pile design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for pile foundations in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station2040+00 to Station 2050+00 (BL of Survey), (minimum one test)
- Station 2241+00 to Station 2246+00 (BL of Survey), (minimum one test)
- Station 2275+00 to Station 2280+00 (BL of Survey),(minimum one test)

The Design-Build Firm shall be responsible for the following:

1. Selection of pile type and size.
2. Selection of test pile lengths, locations and quantity of test piles.
3. Selection of pile testing methods.
4. Determining the frequency of such testing unless otherwise stated herein.
5. Performance of the selected test pile program, including dynamic load test personnel and equipment. The Department may observe the installation of test piles and all pile testing.
6. Preparing and submitting a Pile Installation Plan for the Department's acceptance.
7. Selection of production pile lengths.
8. Development of the driving criteria.
9. Driving piles to the required capacity and minimum penetration depth.
10. Inspecting and Recording the pile driving information.
11. Submitting Foundation Certification Packages.
12. Providing safe access, and cooperating with the Department in verification of the piles, both during construction and after submittal of the certification package.

Drilled Shaft Foundations for Bridges and Miscellaneous Structures

The Design-Build Firm shall determine whether the resistance factors used for drilled shaft design will be based on static/statnamic load testing. Prepare a Technical Special Provision (TSP) for tests other than the Modified Quick Test, such as Osterberg Cell Load Test or Statnamic Load Test. For Osterberg Cell Load Tests use the same loading and unloading intervals, as well as the same loading times specified for the Modified Quick Test. Comply with the instrumentation requirements of 455-2.4. Before the resistance factors for static/statnamic load testing may be used for drilled shafts in any of the following areas of the Project, a minimum number of successful load tests must be performed in representative locations of that area:

- Station2040+00 to Station 2050+00 (BL of Survey), (minimum one test)
- Station 2241+00 to Station 2246+00 (BL of Survey), (minimum one test)
- Station 2275+00 to Station 2280+00 (BL of Survey),(minimum one test)

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions to determine the drilled shaft diameter and length and construction methods to be used.
2. Performing the subsurface investigation and drilling pilot holes prior to establishing the drilled shaft tip elevations and socket requirements. For redundant drilled shaft bridge foundations, perform at least one test boring in accordance with the Soils and Foundations Handbook at each bent/pier.
3. Determining the locations of the load test shafts and the types of tests that will be performed.
4. Performing pilot borings for test holes (also known as test shafts or method shafts) and load test shafts and providing the results to the Department at least one (1) working day before beginning construction of these shafts.
5. Preparing and submitting a Drilled Shaft Installation Plan for the Department's acceptance.
6. Constructing the method shaft (test hole) and load test shafts successfully and conducting integrity tests on these shafts.
7. Providing all personnel and equipment to perform a load test program on the load test shafts.
8. Determining the production shaft lengths.
9. Documenting and providing a report that includes all load test shaft data, analysis, and recommendations to the Department.
10. Constructing all drilled shafts to the required tip elevation and socket requirement in accordance with the specifications.
11. Inspecting and documenting the construction of all drilled shafts in accordance with the specifications.
12. Performing Cross-Hole Sonic Logging (CSL) or Thermal Integrity tests on all nonredundant drilled shafts supporting bridges. For redundant drilled shaft bridge foundations and drilled shafts for miscellaneous structures, perform CSL or Thermal Integrity testing on any shaft suspected of containing defects.
13. Repairing all detected defects and conducting post repair integrity testing using 3D tomographic imaging and gamma-gamma density logging.
14. Submitting Foundation Certification Packages in accordance with the specifications.
15. Providing safe access, and cooperating with the Department in verification of the drilled shafts, both during construction and after submittal of the certification package.

Spread Footings Foundations

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the spread footing.
2. Constructing the spread footing to the required footing elevation, at the required soil or rock material, and at the required compaction levels, in accordance with the specifications.
3. Inspecting and documenting the spread footing construction.
4. Submitting Foundation Certification Packages in accordance with the specifications.
5. Providing safe access, and cooperating with the Department in verification of the spread footing, both during construction and after submittal of the certification package.

Auger Cast Piles for Sound Barrier Walls

The Design-Build Firm shall be responsible for the following:

1. Evaluating geotechnical conditions and designing the foundations, including diameter and lengths.
2. Constructing all auger cast piles to the required tip elevation and socket requirements, in accordance with the specifications.
3. Preparing and submitting an Auger Cast Pile Installation Plan for the Department's acceptance.
4. Inspecting and documenting the auger cast pile installation.
5. Submitting Foundation Certification Packages in accordance with the specifications.
6. Providing safe access, and cooperating with the Department in verification of the auger cast piles, both during construction and after submittal of the certification package.

D. Utility Coordination:

The Design-Build Firm shall utilize a single dedicated person responsible for managing all utility coordination. This person shall be contractually referred to as the Utility Coordination Manager and shall be identified in the Design-Build Firm's proposal. The Design-Build Firm shall notify the Department in writing of any change in the identity of the Utility Coordination Manager. The Utility Coordination Manager shall have the following knowledge, skills, and abilities:

1. A minimum of 4 years of experience performing utility coordination in accordance with Department standards, policies, and procedures.
2. Knowledge of the Department plans production process and utility coordination practices,
3. Knowledge of Department agreements, standards, policies, and procedures.

The Design-Build Firm's Utility Coordination Manager shall be responsible for managing all utility coordination, including, but not limited to, the following:

1. Ensuring that all utility coordination and activities are conducted in accordance with the requirements of the Contract Documents.
2. Identifying all existing utilities and coordinating any new installations.
3. Reviewing proposed utility permit application packages and recommending approval/disapproval of each permit application based on the compatibility of the permit as related to the Design-Build firm's plans.
4. Scheduling utility meetings, preparing and distributing minutes of all utility meetings, and ensuring expedient follow-up on all unresolved issues.
5. Distributing all plans, conflict matrices and changes to affected Utility Agency/Owners and making sure this information is properly coordinated.
6. Identifying and coordinating the execution and performance under any agreement that is required for any utility work needed in with the Design-Build Project.
7. Preparing, reviewing, approving, signing, coordinating the implementation of and submitting to the Department for review and acceptance, all Utility Agreements and Work Schedules.
8. Resolving utility conflicts.
9. Obtaining and maintaining all appropriate Sunshine 811 Call Tickets.
10. Performing Constructability Reviews of plans prior to construction activities with regard to the installation, removal, temporary removal, de-energizing, deactivation, relocation, or adjustment of utilities.
11. Providing periodic Project updates to the Department Project Manager and District Utility Office as requested.
12. Coordination with the Department on any issues that arise concerning reimbursement of utility work costs.

The following Utility Agency/Owners (UA/O's) have been identified by the Department as having facilities within the Project corridor for which Department contemplates an adjustment, protection, or relocation is possible. Also provided below is a determination made by the Department as to the eligibility of reimbursement for each UA/O identified herein along with an identification of whether the UA/O or the Design-Build Firm will be responsible for performing the utility work.

Table A – Summary of Department Contemplated Adjustment, Protection, or Relocation

UA/O	Utility Relocation Type	Cost Estimate	Lump Sum Bid
AT&T	Reimbursable relocation by UAO and reimbursable removal of existing facilities by Firm	$145,000 (Engineering and Construction for relocation to be performed by UAO)	Yes, provide lump sum bid for removals. Include in 411011-4-52-01.
Bright House Networks	HUB – Reimbursable relocation by UAO. Non_HUB – Reimbursable relocation by UAO and reimbursable removal of existing facilities by Firm.	$393,803 (HUB) $91,400 (Non-HUB) both are construction costs only.	Yes, provide lump sum bid for removals. Include in 411011-4-52-01.
Hernando County	Reimbursable Utility Work By Highway Contractor	$2,650,800 (Includes design, reimbursable construction and betterment. Does not include CEA to be paid directly to County by the Department)	Yes. Included in 411011-4-56-03.
TECO Peoples Gas	Non-reimbursable removal of existing facilities by Firm. No new facilities proposed.	30,000	Yes, provide lump sum bid for removals. Included in 411011-4-52-01.
Withlacoochee River Electric Cooperative	Reimbursable relocation by UAO	TBD	N/A

The Department has conducted limited advanced utility coordination with the UA/O's listed above. Information pertaining to this coordination is included in the Reference Documents under "Advanced Utility Coordination Documentation". Some Subsurface Utility Engineering (SUE) of the existing utilities has been conducted for the Concept Plans, and such information is also included in the Reference Documents.

For a reimbursable and non-reimbursable utility relocation or removal where the UA/O desires the work to be done by their contractor, the UA/O will perform the work in accordance with the utility work schedule (or equivalent, as obtained by the Design Build Firm based on their design) and permit, and bill the Department directly, in accordance with an executed agreement with the Department.

For reimbursable utility relocation where the UA/O desires the work to be done by the Design-Build Firm in accordance with the RFP and/or Utility Work By Highway Contractor Agreement (UWHCA), the bid amount will be paid to the Design-Build Firm as a lump sum.

The relocation plans, work schedules (or equivalent) and permit application are to be forwarded to the Department for review by the Department's Construction Manager. The Department Construction Manager only reviews the documents and is not to sign them. Once reviewed, the utility permit application will be forwarded to the District Maintenance office for the permit to be signed and recorded or submitted through the Online System Permitting (OSP) system.

The following commitments have been made by the Department regarding existing utility facilities and/or utility facilities that will be adjusted/relocated in advance of this project, as well as existing facilities that will be removed by the Design-Build Firm:

AT&T – Will relocate in advance of the construction by crossing the mainline under I-75 at approximately STA 2048+26 LT to RT and then along the limits of SMF MC as shown in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents. These facilities shall not be impacted once relocated except as allowed below. The remainder of the AT&T's facilities to be adjusted or relocated will be addressed during construction. The Design-Build Firm will be required to remove AT&T's existing facilities as depicted in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents. This effort shall include removal and disposal of manhole vaults, and all pipes, cables, etc. within a 25' diameter of the manhole and/or filling with flowable fill if facility is under existing pavement that will not be removed.

Teco Peoples Gas – The Design-Build Firm will be required to remove Teco Peoples Gas' existing facilities as depicted in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents. This effort shall include removal and disposal of all pipes, fittings, etc. and/or filling with flowable fill if facility is under existing pavement that will not be removed. Teco Peoples Gas now plans to take the existing facility out of service and no longer plans to relocate or place any new facilities within the project limits. Teco Peoples Gas anticipates that the facilities will be placed out of service in the early part of 2015. The Design Build Firm shall coordinate with Teco Peoples Gas to confirm if and when the facility has been deactivated and is ready for removal prior to any work within the vicinity of the pipelines.

Bright House Networks – The underground existing facilities crossing under mainline I-75 from approximately STA 2047+46 LT to RT (3-2" conduit w/138ct FOC in 2 of 3 conduit) as shown in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents shall not be impacted except as allowed below. The remainder of the Bright House Network facilities to be adjusted or relocated will be addressed during construction. The Design-Build Firm will be required to remove Bright House Network existing facilities as depicted in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents. This effort shall include removal and disposal of all pipes, cables, etc. and/or filling with flowable fill if facility is under existing pavement that will not be removed.

Withlacoochee River Electric Cooperative – The underground existing facilities crossing under mainline I-75 from approximately STA 2047+52 LT to RT (3-4" flex pipe & 1-2" communication line) as shown in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents shall not be impacted except as allowed below. The remainder of the Withlacoochee River Electric Cooperative facilities to be adjusted or relocated will be addressed during construction.

Hernando County - The underground existing facilities crossing under mainline I-75 as described below at:

South of SR 50
Sewer: 2035+30 LT to RT
Water: 2035+50 LT to RT

North of SR 50
Sewer: 2057+44 LT to RT
Water: 2057+34 LT to RT

and as shown in the mark ups provided in the Advanced Utility Coordination Documentation in the Reference Documents are anticipated to be impacted based on the Department's Concept Plans and the Hernando County Concept Plans. It is not Hernando County's desire that these facilities be up-sized. The intent in their Concept Plans is only to up-size the pipes, if the facilities are impacted (i.e. direct conflict, additional cover that lessens accessibility of facilities). The Design-Build Firm shall make a concerted effort to avoid impacts to these facilities. Extending the casings at these locations may be considered as an option; however, the Design-Build Firm shall coordinate with the County regarding the possible impacts at these locations, specifically to determine the best course of action based on the Design-Build Firm's proposed design and the requirements of this RFP. The remainder of the Hernando County facilities shall be addressed as described in the Design and Construction of Hernando County Utility Work section below.

DEVIATION FROM THE UTILITY RELOCATION PLAN: The Design Build Firm may request to deviate from the Department's commitments above, however approval from both the Department and the affected UA/O(s) will be required. If the Design-Build Firm chooses to deviate from the Department's commitments and receives approval, the Design-Build Firm shall be solely responsible for all increased costs incurred by the utility owner associated with the impact. The Design-Build Firm shall obtain an agreement from the utility owner being impacted which outlines the changes to the utility facility from that depicted in the Reference Documents. The agreement shall also address the Design-Build Firm's obligation to directly compensate the utility owner for the costs of the impact. The Design-Build Firm shall also provide a draft utility permit application acceptable to the Department for the placement of the utility owner's facilities based on the final design. The Department shall not compensate or reimburse the Design-Build Firm for any cost created by a change in the Department's commitments, or be liable for any time delays caused by a change in the commitments.

Design and Construction of Hernando County Utility Work

The Design-Build Firm shall prepare a final engineering design, plans, technical special provisions, and permit applications (including but not limited to FDEP, FDOT and County permits) for the Utility Work for Hernando County in accordance with the Hernando County Utility Department (HCUD) Specifications - Water, Reclaimed Water And Wastewater Construction Specifications Manual (January 2013; can be

found at http://www.hernandocounty.us/utils/Engineering/index.asp) included as an Attachment to the RFP. In addition, the file entitled "*Hernando County Utility Concept Plans 411011-4-52-01 .pdf*" has been voided and replaced with the file entitled: "*411011-4-52-01_HernandoCountyUtilities _GeneralNotes&Specs_ConceptPlans_8-05-14.pdf*". Sheet 2 of the latter file shall be considered as an Attachment, and shall supersede the HCUD Specifications if there is a conflict, while all of its other sheets shall be considered as a Reference Document. Notes regarding up-sized mains on that same Sheet 2 shall not apply if those mains do not require up-sizing based on the final design. In the event of a conflict between the referenced Standards and any other Contract Documents, including Sheet 2 of the HCUD Concept Plans, the Department shall determine which provisions apply based on the intent and purpose of the Utility Work.

The Plans Package shall be in the same format as the Department's contract documents for the Project and shall be suitable for reproduction. Unless otherwise specifically directed in writing, the Plans Package shall include any and all activities and work effort required to perform the Utility Work, including, but not limited to, all clearing and grubbing, permitting, survey work, additional subsurface engineering (as required), utility coordination (telephone, fiber, cable, electrical, gas, etc.) and shall include a traffic control plan.

The Plans Package shall be prepared in compliance with the FDOT Utility Accommodation Manual and the FDOT Plans Preparation Manual in effect at the time the Plans Package is prepared, the Department's contract documents for the Project. If the FDOT Plans Preparation Manual is updated and conflicts with the FDOT Utility Accommodation Manual, the Utility Accommodation Manual shall apply where such conflict exists.

Design-Build Firm shall prepare the Utility Work's technical special provisions which, are a part of the Plans Package in accordance with the Department's guidelines on preparation of technical special provisions and shall not duplicate or change the general contracting provisions of the FDOT Standard Specifications for Road and Bridge Construction and any Supplemental Specifications, Special Provisions, or Developmental Specifications of the FDOT for the Project.

The Department shall furnish the Design-Build Firm such information from the Department's files as requested by the Design-Build Firm; however, the Design-Build-Build Firm shall, at all times, be and remain solely responsible for the proper preparation of the Plans Package and for verifying all information necessary to properly prepare the Plans Package, including survey information as to the location (both vertical and horizontal of the Utility Facilities). The providing of information by the Department shall not relive the Design-Build Firm of this obligation, nor transfer any of that responsibility to the Department.

The Design-Build Firm shall fully cooperate and coordinate the Utility Work with all other right of way users in the preparation of the Plans Package. Any conflicts that cannot be resolved through cooperation shall be resolved in the manner determined by the Department.

Sampling, testing, monitoring and reporting shall be performed by the Design-Build Firm in accordance with standard industry practices for water and wastewater and in accordance with the Hernando County Utility Department (HCUD) Specifications:

Water, Reclaimed Water And Wastewater Construction Specifications Manual (January 2013; can be found at: http://www.hernandocounty.us/utils/Engineering/index.asp).

Hernando County's representative, Cindy Suter, can be reached at 352-540-6792.

E. Roadway Plans:

General:

The Design-Build Firm shall prepare the Roadway Plans Package. This work effort includes the roadway design and drainage analysis needed to prepare a complete set of Roadway Plans, Traffic Control Plans, Environmental Permits and other necessary documents.

Design Analysis:

The Design-Build Firm shall either utilize the signed and sealed Typical Section Packages provided (see Attachments) and comply with the same, or via the Alternative Technical Concept (ATC) procedure, develop and submit different signed and sealed Typical Section Packages for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects. The Design-Build Firm shall develop and submit a signed and sealed Drainage Analysis Report for review and concurrence by the Department and FHWA on Federal Aid Oversights Projects. The Design-Build Firm shall utilize the Pavement Design Package provided by the Department as an Attachment.

Any deviation from the Department's design criteria will require a Design Variation and any deviation from AASHTO will require a Design Exception. All such Design Variations and Exceptions must be approved.

For FP ID 411011-4-52-01 and FP ID 411012-2-52-01, the project opening year shall be 2020 and the design year shall be 2040. Design criteria shall be "New Construction/Reconstruction".

These Typical Section packages shall include the following:

1. **Roadway Design:**

   See PPM Volume 2; Chapter 2 for Roadway Design sheets, elements and completion level required for each submittal.

2. **Typical Section Package:**

   - Transmittal letter
   - Location Map

   - Roadway Typical Section(s)
     1. Pavement Description (Includes milling depth as provided by the Department)
     2. Minimum lane, shoulder, median widths
     3. Slopes requirements
     4. Barriers
     5. Right of Way
   - Data Sheet
   - Design Speed

3. **Pavement Design Package:** The package provided by the Department shall be included with the submittal.

4. Drainage Analysis:

The Design-Build Firm shall be responsible for designing the drainage and stormwater management systems. All design work shall be in compliance with the Department's Drainage Manual; Florida Administrative Code, chapter 14-86; Federal Aid Policy Guide 23 CFR 650A; and the requirements of the regulatory agencies. This work will include the engineering analysis necessary to design any or all of the following: cross drains, roadway ditches, outfall ditches, storm sewers, retention/detention facilities, interchange drainage and water management, other drainage systems and elements of systems as required for a complete analysis. Full coordination with all permitting agencies, the district Environmental Management section and Drainage Design section will be required from the outset. Full documentation of all meetings and decisions are to be submitted to the District Drainage Design section. These activities and submittals should be coordinated through the Department's Project Manager.

All stormwater management facilities and floodplain compensation sites shall be designed and constructed by the Design-Build Firm to meet the requirements of the project construction described in this RFP and shall maintain the design high water elevations established in the ERP permit. Any additional volume created in the stormwater management facilities and floodplain compensation sites to provide additional suitable material for this project shall be summarized clearly in the drainage design documentation and in the SWFWMD permit application for the Projects. The design shall accommodate treatment, detention and retention volumes as required per basin characteristics for the runoff from contributing pavement areas, including the pavement areas which are co-mingled due to the roadway geometry. The criteria used to calculate the treatment volume, dry or wet, shall be in accordance with Chapter 62-330 F.A.C.

Equivalent treatment shall be allowed within the same local roadway drainage basin that shares the same outfall.

The exact number of drainage basins, outfalls and water management facilities (retention/detention areas, weirs, etc.) will be the Design-Build Firm's responsibility.

The objective is to obtain approved stormwater treatment/attenuation design. This service shall include, but is not limited to the following.

Perform design and generate construction plans documenting the permitted systems function to criteria.

The minimum Manning's n value of 0.012 shall be used in the computation of all storm drains. All pipe dimensions shown in the construction plans shall be the inside diameter and shall correspond with the dimensions in the storm drain hydraulic analysis. Storm drain systems shall be designed and constructed to accommodate the future configuration. The runoff from all bridge ends shall be collected by inlets to eliminate flowing from the roadway pavement to the embankment.

Shoulder gutter limits shall match guardrail limits at a minimum, where embankment slopes are steeper than 1:4 and at bridge ends where concentrated runoff flow from the bridge deck would otherwise run down the fill slope. Refer to Figure 3-4, in the 2012 FDOT Storm Drain Handbook for the shoulder gutter typical section. Erosions mats shall be provided on all slopes steeper than 1:3.

If deck drains are required on proposed bridges, they shall be closed systems with no direct discharge to highway facilities below the bridge. All deck drains dimensions and pipe sizes shall be in accordance with Department criteria. The minimum pipe size for the deck drain conveyance system shall be 8-inches in diameter. In addition, any pipes running along the bridge deck to the piers should have a minimum slope

of two percent; any inlets in a sag shall have a flanking inlet; the minimum inlet grate area shall be six square feet and inlets shall be sized and spaced based on an assumed 50 percent blockage. Orifice flow and pipe flow shall be considered to ensure the hydraulic grade line is kept at or below the grate elevation.

The Design-Build Firm shall verify that all existing cross drains and storm sewers that are to remain have adequate hydraulic capacity and design life. Both the Drainage EOR and the Structural EOR shall certify that the existing cross drains and stormsewer meets the required design service life. Flood flow requirements will be determined in accordance with the Department's procedures. If any of these existing cross drains or storm sewers are found to be hydraulically inadequate or found to have insufficient design life, they must be replaced or supplemented in accordance with the drainage requirements of this RFP. If any existing cross drains or storm sewers require repairs but otherwise would have sufficient remaining design life, repairs shall be made in accordance with the requirements of this RFP. A Pipe liner as specified in Standard Specifications Section 431-4-3 shall be allowed for pipe repair, along with other methods as specified in the cross drain repair attachment.

If the cross drains listed in the Cross Repair Table attachment are to remain, the measures listed for them in the Table shall be included in the Project.

Jack and bore and micro-tunneling casing pipes can be utilized as a carrier pipe in accordance with the following criteria:

- The casing shall extend the entire length from drainage structure to drainage structure. The entire length of the casing run from drainage structure to drainage structure shall have a uniform diameter, wall thickness and material type.
- The casing shall meet Standard Specification Sections 556-2.1 and 556-4.2.
- Casing welds shall be inspected utilizing the magnetic particle test and an ultra sound test.
- Casing wall thickness calculations which support the jack and bore or micro-tunneling operation shall be provided. These calculations shall consider, at a minimum, the fill height over the casing and any installation requirements.
- A pitting analysis and soil boring(s) at each location shall be provided as part of the casing pipe service life estimator calculations.
- Structure to structure liners (Standard Specification Section 431-4.3) shall be required if completed casing welds are determined to not be air tight.
- The Department shall require a two-year warranty if the casing is used as a carrier pipe.
- Video inspection shall be required at the completion of each casing installment.

Class V concrete pipe shall be required for jack and bore and micro-tunneling operations that utilize concrete pipes.

The Design-Build Firm shall consider optional culvert materials in accordance with the Department's Drainage Manual Criteria and the following:

The minimum RCP class shall be Class II. The minimum HDPE pipe class shall be Class II. The Design-Build Firm shall only use the optional pipe materials tabulated for a given structure and the documentation supporting the optional pipe material including the Culvert Service Life Estimator Program analysis shall be submitted to the Department with the 90 percent plan submittal. Pipe material type installed on the projects shall be indicated on the Summary of Drainage Structures Sheets. The Design-Build Firm shall only use one type of pipe material on pipe runs between drainage structures.

A2000 PVC (ASTM F 949) shall not be used in areas exposed to direct sunlight for extended periods of time, such as above ground, unshaded installations, endwalls, and mitered end sections. Additional requirements are as follows:

a. PVC pipe shall be manufactured from PVC compound having no less than 1.0 part of Titanium Dioxide per 100 parts of PVC resin, by weight.

In the event of a leak at a pipe joint, hydrostatic calculations shall be submitted by the Design-Build Firm to demonstrate that the joint(s) are water tight in accordance with FDOT Standard Specifications. Field measurement of the ground water elevation shall be required at the location of the leak to perform the required calculations.

All precast storm sewer manholes and inlets shall have resilient connectors. The Design-Build Firm shall include the type of resilient connectors, any required pipe adaptors, and the pipe material for each structure in the drainage structure shop drawing submittals.

Masonry sealing of pipe connections will be allowed where the pipe to drainage structure connections meet any of the conditions listed below. The Design-Build Firm shall submit the supporting documentation which provides the justification for elimination of the resilient connectors to the Department's District Drainage Engineer for review and approval. Justification shall include a demonstration that avoidance of the following conditions is not practical. The conditions where resilient connectors will not be required are as follows:

a. The pipe skew angle at the connection to the drainage structure is greater than 15 degrees, in either the horizontal or vertical direction.
b. The drainage structure and all connections fall outside the 1:2 roadway template control line for the Future Configuration in accordance with Standard Index 505.
c. The remaining beam height of the single precast unit, from the top of that segment to the crown of selected pipe, is less than 8 inches.
d. Where elliptical pipes are specified on the plans.

Prior to proceeding with the Drainage Design, the DESIGN-BUILD FIRM shall meet with the District Drainage Engineer. The purpose of this meeting is to provide information to the Design-Build Firm that will better coordinate the Preliminary and Final Drainage Design efforts. This meeting is Mandatory and is to occur fifteen (15) calendar days (excluding weekends and Department observed holidays) prior to any submittals containing drainage components.

The Design-Build Firm shall provide the Department's District Drainage Engineer a signed and sealed Drainage Design Report. It shall be an As-Built Plan of all drainage computations, both hydrologic and hydraulic. The engineer shall include all necessary support data. The Drainage Design Report shall include, at a minimum, the following items.

- Comprehensive narrative
- Existing conditions drainage pattern discussion and existing drainage map
- Proposed conditions drainage pattern discussion and proposed drainage map
- Outfall and boundary conditions
- Tailwater conditions and supporting documentation
- Design criteria

- Supporting documentation which shows that the interim design will not conflict with the Future Configuration drainage design or adjacent projects
- Provide documentation demonstrating that drainage structures constructed in the median will accommodate and be salvageable for the Future Configuration
- Cross drain analysis
- Floodplain/floodway encroachment and compensation analysis
- Stormwater quality analysis, including volume recovery calculations
- Stormwater quantity analysis, including ICPR (or equivalent software) input and output
- A link-node diagram for the existing and proposed drainage conditions overlaid on contoured aerial photography shall be provided for all modeling. The diagram shall include, at a minimum, names, link names, and overall drainage divides and areas.
- The drainage areas, Tc, CN, and other supporting data
- Control structure analysis, including skimmer and bleeder calculations
- Storm drain analysis (in approved format), including grate capacity
- Ditch conveyance analysis
- Pavement drainage analysis (sheet flow, gutter flow, hydroplane, special gutter grades)
- Culvert service life analysis
- Structure and liner flotation analysis
- Temporary drainage during construction
- Supporting data for the above items
- Relevant correspondence

All calculations shall require District Drainage Engineer approval to ensure the drainage design meets all Department criteria. The drainage documentation shall not reference any previously prepared design documentation or existing permit information as support for the Project design. All pertinent information from any previously prepared information by others may be incorporated into the corresponding sections of the Project design documentation. An attachment of entire previously prepared documents will not be accepted.

The drainage documentation shall include a discussion which clearly states how the Project design is consistent with the previously permitted condition. Where the Project design is not consistent with the previously permitted condition, the documentation shall clearly describe the location of the change, the nature of the change and the permitting activities required to address the change. An existing basin map shall be provided at the beginning of the supporting documentation for each SMF design, showing the boundaries with areas of the permitted conditions for all basins. The maps shall include an aerial background, basin divides, basin areas, permitted SMFs identified with control elevation, DHW, permit number, and outfall location. Similarly, basin maps shall be provided for the projects proposed conditions.

Drainage Plans shall conform to the requirements of the Plans Preparation Manual.

F. Geometric:

The Design-Build Firm shall prepare the geometric design for the Project using the Design Standards that are most appropriate with proper consideration given to the design traffic volumes, adjacent land use, design consistency, aesthetics, ADA requirements, and this document.

The design elements shall include, but not be limited to, the horizontal and vertical alignments, lane widths, shoulder widths, median widths, cross slopes, borders, sight distance, side slopes, front slopes and ditches. The geometric design developed by the Design-Build Firm shall be an engineering solution that is not merely an adherence to the minimum AASHTO and/or Department standards.

G. Design Documentation, Calculations, and Computations:

The Design-Build Firm shall submit to the Department design documentation, notes, calculations, and computations to document the design conclusions reached during the development of the construction plans.

The design notes and computation sheets shall be fully titled, numbered, dated, indexed, and signed by the designer and the checker. Computer output forms and other oversized sheets shall be folded to a standard size 8½" x 11". The data shall be in a hard-back folder for submittal to the Department. At the Project completion, a final set of design notes and computations, signed by the Design-Build Firm, shall be submitted with the As-Built Plans and tracings.

The design documentation, notes, calculations and computations shall include, but not be limited to the following data:

1. Design Standards and criteria used for the Project
2. Geometric design calculations for horizontal alignments
3. Vertical geometry calculations
4. Documentation of decisions reached resulting from meetings, telephone conversations or site visits

H. Structure Plans:

1. Bridge Design Analysis:

a. The Design-Build Firm shall submit to the Department final signed and sealed design documentation prepared during the development of the plans.
b. The Design-Build Firm shall insure that the final geotechnical and hydraulic recommendations and reports required for bridge design are submitted with the 90% bridge plans.
c. The Design-Build Firm shall "Load Rate" all bridges in accordance with the Department Procedure 850-010-035 and the Structures Manual. The Bridge Load Rating Calculations, the Completed Bridge Load Rating Summary Detail Sheet, and the Load Rating Summary Form shall be submitted to the Department for review with the 90% superstructure submittal. The final Bridge Load Rating Summary Sheet and Load Rating Summary Form shall be submitted to the Department for review with the Final superstructure submittal. A final, signed and sealed Bridge Load Rating, updated for as-built conditions, shall be submitted to the Department for each phase of the bridge construction prior to placing traffic on the completed phase of the bridge. A final, signed and sealed Bridge Load Rating, updated for the as-built conditions as part of the As-Built Plans submittal shall be submitted to the Department before any traffic is placed on the bridge. The Bridge Load Rating shall be signed and sealed by a Professional Engineer licensed in the State of Florida.
d. The Design-Build Firm shall evaluate scour on all bridges over water using the procedures described in HEC 18.
e. Any erection, demolition, and any proposed sheeting and/or shoring plans that may potentially impact the railroad must be submitted to and approved by the railroad. This applies to areas adjacent to, within and over railroad rights of ways.

f. The Engineer of Record for bridges shall analyze the effects of the construction related loads on the permanent structure. These effects include but are not limited to: construction equipment loads, change in segment length, change in construction sequence, etc. The Engineer of Record shall review all specialty engineer submittals (camber curves, falseworks systems, etc.) to ensure compliance with the contract plan requirements and intent.
g. Use an operational importance factor of 1.05 in accordance with Section 2.10.B of the FDOT Structures Manual.

2. Criteria:

The Design-Build Firm shall incorporate the following into the design of this facility:

a. All plans and designs are to be prepared in accordance with Governing Regulations of Section V. A, including AASHTO LRFD Bridge Design Specifications, Department Standard Specifications, Structures Manual, Plans Preparation Manual, Department Standard Drawings, Supplemental Specifications, Special Provisions, and directions from the State Structures Design Engineer, Temporary Design Bulletins, Structures Design Office and / or District Structures Design Engineer.
b. Bridge Widening: In general, match the existing in accordance with the Department Structures Manual.
c. Critical Temporary Retaining Walls: Whenever the construction of a structural component (such as a wall, footing, or other such component) requires excavation that may endanger the public or an existing structure that is in use the Design-Build Firm must protect the existing facility and the public. If a critical temporary retaining wall is, therefore, required during the construction stage only, it may be removed and reused after completion of the work. Such systems as steel sheet pilings, soldier beams and lagging or other similar systems are commonly used. In such cases, the Design-Build Firm is responsible for designing detailing the wall in the set of contract plans. These plans must be signed and sealed by the Structural Engineer in responsible charge of the wall design.
d. Open expansion joints in bridge decks are not permitted.
e. Exposed (visible) portions of permanent retaining walls shall be concrete construction.
f. A minimum berm width of 10 feet shall be provided in front of all retaining walls (excluding gravity walls) located adjacent to right of way lines.
g. Alternate materials for the use of backfill of MSE walls shall not be permitted. MSE Wall Backfill shall meet the requirements of the FDOT Standard Specifications.
h. Lightweight concrete will not be permitted for any structural applications.
i. For bridges over navigable waterways, establish the required pier strengths using the MathCadd program furnished by the Department if no specific pier strength is listed in the Design and Criteria Package. The MathCadd program furnished by the Department allows for the proposed bridge geometry to be input by the Engineer. Other parameters such as water traffic, waterway characteristics, etc. may not be changed. This assures that all Design-Build Firms are designing on the same assumptions other than the specific bridge layout that each is proposing.
j. Section 1.4.5 of the FDOT Structures Manual shall be followed for concrete surface finishes.
k. Cheek walls shall be provided at exposed ends of all end bents and pier caps where two beams of different shape, height or dissimilar materials are used on adjacent spans.
l. Two (2) – 2" diameter conduits with expansion fittings and pull boxes Type "B" in accordance with Design Standard Index 21210 shall be installed in all new traffic railings mounted on bridges and retaining walls.
m. The design and construction of bridge abutments using Geosynthetic Reinforced Soil (GRS) or Spread Footings behind MSE Wall in lieu of pile-supported or shaft-supported abutments is prohibited.
n. Partial height walls such as perched and toe-walls may be used if it is shown that they do not interfere with maintenance activities or future construction. Partial height walls may not be gravity-type; cantilever, pile-supported, MSE or other wall type must be used.

o. For bridges 080023, 080024, 080025 and 080026: All expansion joints must be replaced in their entirety; widened portions of the bridge decks and exposed portions of approach slabs that are replaced must be grooved.
p. For bridges 080023 and 080024: The existing approach slabs must be replaced.
q. For bridges 080025 and 080026: Scour protection must be installed around the existing substructure units if these bridges are to be widened, unless a revised scour evaluation shows the existing substructure units are not scour critical
r. Bridge beams must maintain positive camber after all dead loads and super-imposed dead loads are applied.
s. Pile driving operations will be restricted to the hours of 8:00 a.m. to 7:00 p.m. to avoid interfering with any adjacent noise sensitive land uses or a different foundation design will be considered, i.e., drilled shafts.

3. Existing Cross Drain Repairs

Construct repairs to all existing cross drains as indicated in the Cross Drain Repair Tables attachment. The repair codes listed in the Cross Drain Repair Tables shall be the minimum level of repair at each location identified. The repair tables are coordinated with the video inspection reports, which are Reference Documents. A description of the repair procedures is listed below. All repairs shall be done in the dry condition.

ECI – Epoxy Crack Injection

Structural (longitudinal) cracks in the existing concrete greater than or equal to 0.02" in width shall be epoxy injected in accordance with Specification Section 411. Non-structural (circumferential) cracks greater than or equal to 0.07" in width shall be sealed as stated above or chemical grout injected in accordance with Specification Section 431-3.

CRP – Concrete Repair Procedure

Restore concrete spalls and holes using approved materials in accordance with Specification Sections 926 and 930. Finish repair materials flush with and to the original concrete surface. Cure repair materials as necessary to prevent shrinkage cracks. Cracked repairs will not be considered satisfactory and shall be removed and replaced.

If reinforcing steel is exposed, remove rust by abrading to "near white metal condition" and prepare surfaces in accordance with the International Concrete Repair Institute (ICRI) Technical Guide No. 310.1R-2008. If existing reinforcing steel has greater than 40% section loss due to corrosive deterioration or damage, supplement reinforcing with additional reinforcing. Where concrete depth exceeds 2", also install galvanized welded wire fabric (WWF). Field bend WWF to conform to the shape of repair and tie to existing reinforcement with galvanized ties.

Lining – Restore Concrete Surface

The lining is to increase durability and service life and is not considered a structural strengthening method. Lining repairs may include, but is not limited to, epoxy-based surface repair, sprayed urethane repair, and cured-in-place-pipe (CIPP) lining. An epoxy-based surface repair may be used for scale less than 1" in depth using a Type F-1 or Type F-2 epoxy repair mortar. If a sprayed urethane repair or CIPP lining is utilized, the repair must be performed on the entire surface area of the cross drain for its entire length.

If conditions differing from those identified in the inspection reports and Cross Drain Repair Tables are encountered, notify the Engineer in accordance with Section 4-3.7 of the Specifications. In addition to the repairs described above, the cross drains will require desilting including clearing and grubbing at the both ends. Where erosion has occurred, restore and stabilize the approach side slopes and ditches to their original grade.

I. Specifications:

Department Specifications may not be modified or revised. The Design-Build Firm shall also include all Technical Special Provisions, which will apply to the work in the proposal. Technical Special Provisions shall be written only for items not addressed by Department Specifications, and shall not be used as a means of changing Department Specifications.

Before construction activities can begin, the Design-Build Firm shall prepare and submit a signed and sealed Construction Specifications Package for the Project, containing all applicable Division II and III Special Provisions and Supplemental Specifications from the Specifications Workbook in effect at the time the Bid Price Proposals were due in the District Office and any signed and sealed Technical Special Provisions. Any subsequent modifications to the Construction Specifications Package shall be prepared, signed and sealed as a Supplemental Specifications Package. The Specifications Package shall be prepared, signed and sealed by the Design-Build Firms Engineer of Record who has successfully completed the mandatory Specifications Package Preparations Training.

The website for completing the training is at the following URL address:

http://www2.dot.state.fl.us/SpecificationsEstimates/PackagePreparation/TrainingConsultants.aspx

Specification Workbooks are posted on the Department's website at the following URL address:

https://www2.dot.state.fl.us/SpecificationsPackage/Utilities/Membership/login.aspx?ReturnUrl=%2fspecificationspackage%2fDefault.aspx

The signed and sealed Specifications Package shall also include individually signed and sealed Technical Special Provisions for any and all work not addressed by Department Specifications. Any Technical Special Provisions included in the signed and sealed Construction Specifications Package which had not been included in the proposal phase, may require a contract cost modification as a condition of approval.

Upon review by the Department, the Construction Specifications Package will be stamped "Released for Construction" and initialed and dated by the reviewer.

J. Shop Drawings:

The Design-Build Firm shall be responsible for the preparation and approval of all Shop Drawings. Shop Drawings shall be in conformance with the Departments Plans Preparation Manual when submitted to the Department and shall bear the stamp and signature of the Design-Build Firm's Engineer of Record (EOR) and Specialty Engineer, as appropriate. The Department shall review the Shop Drawing(s) to evaluate compliance with Project requirements and provide any findings to the Design-Build Firm. The Departments procedural review of shop drawings is to assure that the Design-Build Firm's EOR has approved and signed the drawing, the drawing has been independently reviewed and is in general conformance with the plans.

The Departments review is not meant to be a complete and detailed review. Upon review and approval of the shop drawing, the Department will initial, date, stamp "Released for Construction" or "Released for Construction as noted".

Shop Drawing submittals must be accompanied by sufficient information for adjoining components or areas of work to allow for proper evaluation of the Shop Drawing(s) submitted for review.

K. Sequence of Construction:

The Design-Build Firm shall construct the work in a logical manner and with the following objectives as guides:

1. Maintain or improve, to the maximum extent possible, the quality of existing traffic operations, both in terms of flow rate and safety, throughout the duration of the Project.
2. Minimize the number of different Traffic Control Plan (TCP) phases, i.e., number of different diversions and detours for a given traffic movement.
3. Take advantage of newly constructed portions of the permanent facility as soon as possible when it is in the best interest of traffic operations and construction activity.
4. Maintain reasonable direct access to adjacent properties at all times, with the exception in areas of limited access right-of-way where direct access is not permitted.
5. Proper coordination with adjacent construction Projects and maintaining agencies.

L. Stormwater Pollution Prevention Plans (SWPPP):

The Design-Build Firm shall prepare a Storm Water Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System (NPDES). The Design-Build Firm shall refer to the Department's Project Development and Environment Manual and Florida Department of Environmental Protection (FDEP) Rule 62-621.300(4)(a) for information in regard to the SWPPP. The SWPPP and the Design-Build Firm's Certification (FDEP Form 62-621.300(4)(b) **NOTICE OF INTENT (NOI) TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES)** shall be submitted for Department review and approval. Department approval must be obtained prior to beginning construction activities.

M. Temporary Traffic Control Plan:

1. Traffic Control Analysis:

The Design-Build Firm shall design a safe and effective Temporary Traffic Control Plan to move vehicular and pedestrian traffic during all phases of construction. Topics to be addressed shall include, but are not limited to, construction phasing, utility relocation, drainage structures, signalization, ditches, front slopes, back slopes, drop offs within clear zone, temporary roadway lighting and traffic monitoring sites. Special consideration shall be given to the drainage system when developing the construction phases. Positive drainage must be maintained at all times.

The Temporary Traffic Control Plan shall address how to assist with maintenance of traffic throughout the duration of the contract.

The Design-Build Form shall coordinate all work and all temporary traffic control with FP ID 411011-3-52-01* (I-75/SR 93 from Pasco/Hernando County Line to south of US 98/SR 50/Cortez Blvd, Hernando County), with FP ID 242626-2-52-01* (I-75/SR 93 from north of the Hernando County Line to south of CR 470, Sumter County), and with any other project(s) in the vicinity. *Designed and constructed by others under a separate contract not covered by this RFP.

The Temporary Traffic Control Plan shall be prepared by a certified designer who has completed the Department's training course, and in accordance with the Department's Design Standards and the Roadway Plans Preparation Manual.

Transportation Management Plans (TMPs) are required for significant Projects which are defined as:

1. A Project that, alone or in combination with other concurrent Projects nearby, is anticipated to cause sustained work zone impacts**.**

2. All Interstate system Projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location for more than three days with either intermittent or continuous lane closures shall be considered as significant Projects.

A TMP will consist of three components:
(1) Temporary Traffic Control (TTC) plan component;
(2) Transportation Operations (TO) component; and
(3) Public Information (PI) component

Additional information can be found in Volume 1 /Cehapter 10 of the PPM.

2. Temporary Traffic Control Plans:

The Design-Build Firm shall utilize Index Series 600 of the Department's Design Standards where applicable. Should these standards be inadequate, a detailed Temporary Traffic Control Plan shall be developed. The Design-Build Firm shall prepare plan sheets, notes, and details to include the following: typical section sheet(s), general notes and construction sequence sheet(s), typical detail sheet(s), traffic control plan sheet(s).

The Design-Build Firm shall prepare additional plan sheets such as cross sections, profiles, drainage structures, temporary roadway lighting, retaining wall details, and sheet piling as necessary for proper construction and implementation of the Temporary Traffic Control Plan.

The Design-Build Firm shall maintain a median barrier on I-75 during all phases of construction.

The Design-Build Firm shall use only paint for temporary pavement markings on asphalt pavement. Low profile reflective pavement markers shall not be allowed.

The Design-Build Firm shall obliterate conflicting existing pavement markings by water-blasting only. Any damage to the pavement due to water-blasting shall be repaired. Finished roadway surfaces including existing pavements that will remain upon completion of the project, shall not be water-blasted.

Throughout the milling operations, the Design-Build Firm shall use a self-contained vacuum type mobile broom for cleanup of milled dust material.

The final pavement lift of any temporary paving operation, including any temporary overbuilding of existing shoulders, shall be constructed with a paving machine to insure adequate rideability. The Design-Build Firm shall ensure that street name signs are visible in order to facilitate emergency vehicle traffic.

The Design-Build Firm shall provide a dedicated crew for the installation, maintenance and removal of the traffic control devices (i.e. barricades, signs arrow boards, etc.). This crew shall consist of at least three members of the contractor's work force whose sole responsibility will be the maintenance of traffic control. The Contractor shall furnish a work vehicle to aid in maintaining the control devices.

3. Traffic Control Restrictions:

The Design-Build Firm shall maintain the existing number of lanes on all roadways at all times, except during permissible lane closures, pacing operations and detours. There will be NO LANE CLOSURES ALLOWED on I-75 between the hours of 6:00 AM to 9:00 PM. There will be NO LANE CLOSURES ALLOWED on SR 50 between the hours of 6:00 AM to 9:00 AM, nor between 3:30 PM to 6:30 PM**.** A lane may only be closed during active work periods. Pacing Operations will be allowed during the approved lane closure hours. All lane closures, including ramp closures, must be reported to the local emergency agencies, the media and the District Seven Public Information Officer a minimum of seven days in advance of the activity. Also, the Design-Build Firm shall develop the Projects to be able to provide for all lanes of traffic to be open in the event of an emergency, or if the lane closure causes a driver delay greater than twenty (20) minutes.

NO LANE CLOSURES are allowed on the Project during the times shown below so as to minimize potential impacts to the following events:

- University of Florida Home Football Games
- Brooksville, FL Blueberry Festival

Any detours shall be included in the Temporary Traffic Control Plans and approved by the Department. The Design-Build Firm shall obtain written approval from local agencies for detours that utilize or otherwise impact roadways that are under the jurisdiction of those local agencies.

N. Environmental Services/Permits/Mitigation:

The Design-Build Firm will be responsible for preparing designs and proposing construction methods that are permittable. The Design-Build Firm will be responsible for any required permit fees. All permits required for a particular construction activity will be acquired prior to commencing the particular construction activity. Delays due to incomplete or erroneous permit application packages, agency rejection, agency denials, agency processing time, or any permit violations, except as provided herein, will be the responsibility of the Design-Build Firm, and will not be considered sufficient reason for a time extension or additional compensation. As the permittee, Department is responsible for reviewing, approving, signing, and submitting the permit application package including all permit modifications, or subsequent permit applications.

The Department has conducted an investigation of the Project site and determined that potential gopher tortoise habitats could be impacted by the Project. All coordination by the Design-Build Firm with the Department regarding gopher tortoises will be completed through the District Environmental Permit Office. If the Department has determined that suitable gopher tortoise habitat exists in the project area, then the Design-Build Firm shall be responsible for the potential gopher tortoise burrow survey that could be

impacted by the Project including any areas to be used for construction staging. The Design-Build Firm shall be responsible for conducting the gopher tortoise burrow survey for the purpose of identifying potential gopher tortoise habitats that could be impacted by the Project including any areas to be used for construction staging. The habitat will be systematically surveyed according to the current Gopher Tortoise Permitting guidelines published by the Florida Fish and Wildlife Conservation Commission (FWC). The Department must verify the completeness and accuracy of the assessment prior to commencement of any permitting or construction activities. Any areas where the Design-Build Firm proposes to protect burrows to remain on-site with "exclusionary fencing" shall be reviewed and approved by the Department. The Design-Build Firm shall submit an "exclusionary fencing" plan for review prior to any "exclusionary fencing" installation. If there are unavoidable impacts to gopher tortoise burrows, the Design-Build Firm shall be responsible for preparing required documentation for the Department to obtain a FWC permit for the relocation of gopher tortoises and commensals from burrows which cannot be avoided. Preparation of complete permit packages will be the responsibility of the Design-Build Firm. As the "permittee", the Department is responsible for reviewing and approving the permit application package including all permit modifications, or subsequent permit applications. This applies whether the project is Federal or state funded. Once the Department has approved the permit application, the Design-Build Firm is responsible for submitting the permit application to FWC. A copy of the permit and any subsequent reports to FWC must be provided to the District Environmental Management Office or District Environmental Permit Office, as appropriate. If FWC rejects or denies the permit application, it is the Design-Build Firm's responsibility to make whatever changes necessary to ensure the permit application is approved. Once the permit is obtained, the Design-Build Firm shall notify the Department at least one week prior to the relocation of gopher tortoises. If gopher tortoise relocations are phased throughout the construction, the Design-Build Firm shall notify the Department at least one week prior to each relocation phase. The Department will provide oversight of the relocations and ensure permit compliance. The Design-Build Firm shall be responsible for any necessary permit extensions or re-permitting in order to keep the relocation permit valid throughout the construction period. The Design-Build Firm shall provide the Department with draft copies of requests to modify the permits and/or requests for permit extensions, for review and approval by the Department prior to submittal to the Agencies. The Design-Build Firm shall provide the appropriate reports as required by the permit conditions, including closing out the permit. The Design-Build Firm shall note that permits for gopher tortoise relocation for areas outside of the Department owned right of way (i.e. utility easements; license agreements) cannot be obtained with the Department as the "permittee", in accordance with FWC requirements. Should permits in areas outside of the right of way be required, the Department will still perform the oversight of the process as described above. The Design-Build Firm will be required to pay all permit fees including any and all fees associated with the relocation of gopher tortoises. Any fines levied by permitting agencies shall be the responsibility of the Design-Build Firm.

Bridges that appear to support bat habitation are located in the project limits. Bats are protected by state law through Chapters 68A-4.001 and 68A-9.010 of the Florida Administrative Codes. Since bat colonies are protected, the Design Build Firm may be required to take steps to protect the bats from potential harm or taking depending on the construction activities and means and methods associated with any bridge work. The Design-Build Firm shall be responsible for acquisition of any required bat exclusion approvals. Once approvals are obtained, the Design-Build Firm shall notify the Department at least one week prior to any exclusion of bats. The Department will provide oversight of the exclusion(s) and ensure compliance.

The following Project specific Environmental Services/Permits have been identified as specific requirements for this project:

1. Cultural Resources
2. Section 4(f) (federal projects only)

3. Contaminated Materials
4. Southwest Florida Water Management District ERP
5. US Army Corps of Engineers
6. Florida Fish and Wildlife Conservation Commission – Gopher Tortoise

O. Signing and Pavement Marking Plans:

The Design-Build Firm shall prepare signing and pavement marking plans in accordance with Department criteria.

- All interchange advance guide signs (placed at 1 mile, ½ mile in advance of the physical gore area and at gore area) shall be installed overhead within the applicable travel lanes. All overhead guide signs shall be designed according to Roadway Bulletin 13-2 (October 11, 2013). The sign structure type shall be consistent with the adjacent I-75 Design-Build Projects.
- All cross walks shall be special emphasis type.
- Stop bar locations at signalized intersections shall be established such that they would minimize vehicle clearance times while meeting both horizontal and vertical signal head placement criteria in accordance with MUTCD 2009.
- On concrete bridge decks, all pavement markings shall be permanent preformed tape (in accordance with Standard Specifications Section 713). Longitudinal markings (edge lines and skip lines) shall be high performance tape. White skip lines, arrows and pavement messages shall have black preformed border. Transverse lines, arrows, and pavement messages shall be permanent standard tape.
- On concrete pavement (non-bridge decks), all solid lines (edge lines, lane lines and transverse lines), skip lines, arrows and pavement messages shall be permanent preformed tape (in accordance with Standard Specifications Section 713). Skip lines shall be permanent high performance tape with black preformed borders. Arrows and pavement messages shall be permanent standard tape with black preformed borders.
- Pavement markings on asphalt surfaces shall be standard thermoplastic (in accordance with Standard Specifications Section 711).
- Cross sections are required for all new overhead guide sign assemblies.

P. Lighting Plans:

The Design-Build Firm shall prepare lighting plans in accordance with Department criteria. The Design-Build Firm shall prepare plans for roadway lighting at the I-75 and SR 50/Cortez Blvd interchange within the limited access right-of-way and for underdeck lighting at the I-75 bridges over SR 50/Cortez Blvd. Also includes roadway lighting plans along SR 50 within the limits provided in the concept plans and Lighting Analysis report (see Attachment "*411011-4_LightingAnalysisReport_6-07-13.pdf*") from Sta. 966+00 to Sta. 1018+00. Furthermore, the lighting design shall include coordination with the proposed designs by others to the west (FPID 430051-2-32-01) and east (FPID 416732-4-32-01). High Mast Lighting shall consist of either High Pressure Sodium (HPS) or LED. Note: At this time, only one manufacturer provides LED high mast lighting that complies with Department Central Office standards. All lighting shall comply with all applicable Plans Preparation Manual criteria.

A preliminary Lighting Analysis Report has been included as an attachment in the RFP Package. A Lighting Analysis Report (LAR) including photometric printouts shall be submitted by the Design-Build Firm to ensure sufficient illumination over the travelled lanes, crosswalks, landing areas, sidewalks within intersection returns, and ramps including a needs analysis for bridge under deck lighting in accordance with Department standards.

The LAR shall demonstrate that light spillover beyond the Project Right of Way does not exceed 0.2 foot candle when any residential development is adjacent to the Project Right of Way. The submitted LAR shall also demonstrate the ability to accommodate the future 8-lane and ultimate 10-lane improvements in a manner equal to or better than provided by the Concept Plans and the attached Lighting Analysis Report; for any deviations from the Concept Plans or the attached Lighting Analysis Report, replacement/relocation costs associated with accommodating the future 8-lane and ultimate 10-lane improvements shall be included.

The Design-Build Firm shall be responsible for coordinating with FDOT, the municipality and/or maintaining agency having jurisdiction in the area for any adjustments or replacements of an existing crossroad lighting system during construction. The location of proposed light poles shall be coordinated with the design of all walls, bridges or noise barriers as necessary~~,~~ Load center panels shall be readily accessible by maintenance vehicles and inspection crews.

Where existing roadway lighting exists within the corridor, maintain current light levels utilizing either existing or temporary systems during construction until the final lighting is installed and operational. Light levels of temporary systems shall comply with standard lighting illumination requirements for the facility and shall require shop drawing submittal and approval.

Q. Signalization and Intelligent Transportation System Plans:

1. General

The Design-Build Firm shall prepare Signalization and Intelligent Transportation Plans in accordance with Department criteria.

All signal heads shall be LED and shall include back plates with yellow reflective borders. Pedestrian signals shall be LED countdown type and internally illuminated street name signs shall be LED based. Interconnect conduits shall be provided along SR 50/Cortez Blvd within the project limits.

- All signals shall include a new traffic controller cabinet assembly, including uninterruptable power source system. Each new traffic signal controller assembly shall be compatible and interchangeable with the existing traffic signal equipment within the traffic signal system.
- All cabinets shall have the appropriate termination equipment to support fiber optics.
- All signal structures shall be designed and constructed to accommodate ultimate left turn phasing operation (i.e. designed to accommodate future protected left or right turning phases and required signs).
- On single left turn lane approaches where a protected left turn phase is not provided for the design year operation, the traffic signal structure shall be designed to include a permissive flashing yellow arrow and to accommodate a future 4-section signal head for protected/permissive operation. The design shall allow a signal head placement such that the head will be positioned in the approximate center of the left turn lane.
- All street name signs shall be LED, internally illuminated and double sided where applicable.
- If temporary signalization is required, whether to accommodate the construction of new traffic signal(s) or due to maintenance of existing traffic signals, the Design-Build Firm shall have the temporary signal installed and activated at the time the existing signal is taken out of operation. Switch-over from existing to temporary signal shall be scheduled during non-peak periods and approved by FDOT, in its sole discretion. Provide an interconnect communication fiber optic trunk line (4" outer duct conduit with three (3) 1" inner duct conduits, one of which will be populated with fiber optic cable) and pull boxes at 800' spacing, interconnecting all of the proposed traffic signal controllers within the project limits.

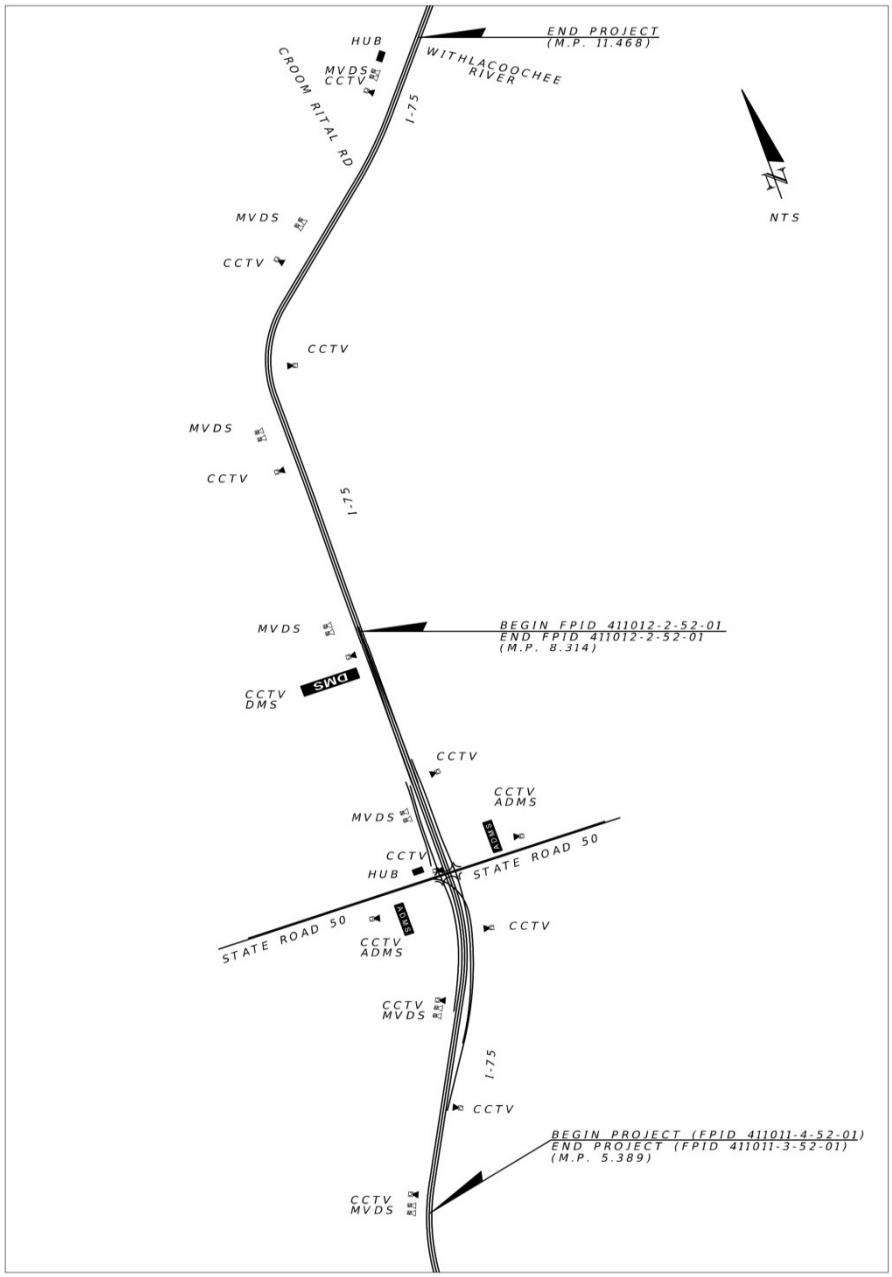
The Design-Build Firm shall prepare design plans and provide all required documentation under Rule 9-40 for the procurement and installation of the Signalization and Intelligent Transportation System devices as well as overall system construction and integration. The construction plan sheets shall be in accordance with Department requirements and include, but not be limited to:

- Project Layout / Overview sheets outlying the locations of field elements
- Detail sheets on:
  - Structure, attachment, display/layout (All ITS field elements)
  - Fiber optic splice and conduit
  - Power Service Distribution
  - Wiring and connection details
  - Conduit, pull box, and vault installation
  - Communication Hub and Field Cabinets and Supply
  - System-level block diagrams
  - Device-level block diagrams
  - Field hub and router cabinet configuration details
  - Fiber optic Splicing Diagrams
  - Existing butt splice location(s)
  - System configuration/Wiring diagram/Equipment Interface for field equipment at individual locations and communications hubs.
  - Voltage drop calculations for electrical wire sizing
  - Approved System access plan

The Project shall provide ITS deployment along I-75 which includes Communication HUBs, CCTV, DMS, ADMS, RWIS, and MVDS from south of SR 50/Cortez to Hernando/Sumter County line as shown in concept layout in Figure 1.

The Project will provide backbone and local Ethernet network communication over the new FOC. The Project will enable continuous permanent ITS communication and ITS field element coverage of I-75 from the District Seven RTMC. The proposed new ITS components include the design and installation of:

- ITS poles and cabinets
- DMS (include structures and color DMS sign assembly with related electronics)
- Microwave Vehicle Detector Sensors (MVDS)
- Road Weather Information System (RWIS)
- CCTV cameras
- An underground power distribution and generator backup system
- Supporting infrastructure and an underground conduit and pull /splice boxes subsystem.



Note: All ITS devices shall be wire (FOC) connected. . The concept ITS elements shown are for information only. The Design-Build Firm shall design the ITS elements based on actual field conditions and all applicable standards, specifications, and RFP requirements.

Figure 1: ITS Field Elements Concept Layout

The Design-Build firm is responsible for ensuring project compliance with the Regional ITS Architecture and Rule 940 as applicable. This includes, but is not limited to, the development or update of a concept of operations, the development or update of a project system engineering master plan and project ITS architecture (PSEMP/PITSA), ITS FM and requirement traceability verification (RTVM) as well as coordination of document review.

1. The Design-Build Firm shall be responsible for designing the entire ITS to be fully integrated into the existing Tampa Bay SunGuide™ Program. The Department has developed one integrated and readily scalable system configuration for future District-wide ITS deployments. The ITS shall be designed to operate from the Tampa Bay SunGuide™ Regional Transportation Management Center (RTMC) and incorporate such functional capabilities as an Incident Detection System, Vehicle Detection System, advanced traveler information system, advanced traffic management system, access plan, testing plan, and data storage, retrieval and analysis. The ITS shall encompass a myriad of advanced technologies including hardware integration, Microwave Vehicle Detection System (MVDS) subsystem, Closed-Circuit Television (CCTV) Camera subsystem, Road Weather Information System (RWIS), Dynamic Message Signs (DMS), Arterial Dynamic Message Signs (ADMS). The communication sub-systems should include as a minimum:

    - One Color Freeway DMS sign located on Southbound I-75 approaching SR 50.
    - Two Color fiber fed ADMS signs located on SR 50 approaching I-75 from both the east and west, one ADMS in each direction. The ADMS shall be located at a distance of between ¼ to ½ mile from the decision point to I-75 on-ramps.
    - MVDS on the I-75 mainline at a spacing of one (1) mile or less.
    - CCTV on the I-75 mainline spaced at an interval of one (1) mile or less. Spacing may need to be adjusted in order to ensure full surveillance coverage of both Northbound and Southbound I-75.
    - The Design-Build Firm shall evaluate the existing CCTV camera at SR 50 interchange for any conflicts with the proposed roadway work and replace as necessary and connected with the proposed FOC network.
    - Dedicated fiber fed CCTV to monitor all DMS and ADMS to be placed between 200 to 500 feet in front of each DMS and ADMS for visibility purposes.
    - One RWIS located within the project limits. Initial sight location shall be determined by the Design-Build Firm. The final site location shall be approved by the ITS Operations Engineer or their representative.
    - Two communication Hubs along I-75, one near SR 50 interchange and one near Hernando/Sumter County line. Initial sight location shall be determined by the Design-Build Firm. The final site location shall be approved by the ITS Operations Engineer or their representative.

2. The Design-Build Firm shall prepare the ITS plans package. This work effort shall include the design of a complete ITS utilizing a MVDS subsystem, CCTV Camera subsystem, RWIS, DMS, ADMS, and fiber optic communications subsystems along with power and connection to adjoining projects.

3. All ITS devices shall be (FOC) wire connected.

4. Freeway DMS and associated sign supports shall be referenced in the static guide sign plans. The freeway DMS shall maintain a minimum of 800 ft spacing to the static guide signs. The Design-Build Firm shall document the actual sign spacing data and submitted to the Department for approval.

5. Freeway DMS can be located on full-span overhead truss structures spanning the entire roadway section, or span only one direction of I-75. If spanning only one direction of I-75, the following conditions apply at a minimum:
    a. Shall accommodate the future 8-lane widening, at a minimum, without any relocations. Note: accommodating the ultimate 10-lanes will be considered as value added.
    b. The median column shall be located at the centerline between the north and south bound roadways unless, it interferes with the future 8-lane widening. The outside column shall accommodate full clear zone (no shielding will be accepted) for the future 8-lanes (at a minimum), if the 8-lane widening is to the outside.
    c. The column in the median, shall provide for maintenance access. The column shall not be encapsulated within the guardrail system. If a barrier wall is proposed, the barrier wall shall be in accordance with Index 410 Options 1, 2 or 3 in such a manner as to minimize the amount of encroachment into the shoulder, either in the interim of future condition.
    d. Notwithstanding the foregoing, no structure or control cabinet(s), hand holes, splice boxes, etc. shall be placed in a ditch.

    The Freeway DMS shall be centered over the center through lanes.

    The ADMS are to be located only on overhead truss cantilever structures. The ADMS shall be placed over the outside approach lane. The sign structure type shall be consistent with the adjacent I-75 Design-Build Projects.

6. The MVDS shall be installed on separate poles and shall not be interfered by other devices and shrubbery in the vicinity. The MVDS shall be on its own pole with no other devices.

7. The Design-Build Firm shall perform all surveys, site visits, utility coordination, electrical service coordination, subsurface utility engineering (SUE) services, geotechnical services, foundation design and maintenance of traffic plan development that are necessary, including coordination with other elements of these projects and elements for other projects, for the complete design of the proposed ITS.

8. ITS communications conduit, splices, pull boxes, splice boxes, power poles, cabinets and devices shall be placed within 10 feet of the Right-of-Way line, or as close as possible, unless otherwise noted (see the ITS MTR for more information), to reduce future relocation or replacement without affecting existing system operation. Any changes to this requirement shall be approved by the Project CEI and the Department.

9. The Design-Build Firm shall also establish the necessary electrical power service, meter addresses, and accounts on behalf of the Department. Submit letters of request to acquire electrical power service from the power company to the Department Project Manager and/or Operations Manager for approval from District ITS, Maintenance and CEI. The associated costs, including the monthly power service bills, for any new power service established shall be paid by the Design-Build Firm until Final Acceptance of the project. The DB Firm shall not install any aluminum wound electrical products in the project.

10. The Design-Build Firm shall procure and install all new equipment, field elements, communications infrastructure and the associated components. The equipment to be procured shall meet the requirements of the NTCIP protocol (if applicable) versions supported by the SunGuide^{TM} software specified in the ITS MTR. The Design-Build Firm is responsible for ensuring the proposed ITS field elements are on the Approved Product List (APL) and are 100 percent compatible with the SunGuide^{TM} software at the time of deployment.

11. The Design-Build Firm shall submit shop drawings for all proposed technologies/products that are to be procured for the project, along with selection alternatives and the reasons for selection, to the Department for acceptance. The Department or its representative may request additional information and/or demonstration of the equipment for approval and the Department reserves the right to reject any equipment that in its discretion is determined to be non-compliant with the Department's design standards, specifications or the requirements of this project. The Design-Build Firm shall not submit large volume of shop drawings (not in bulk) at one time. Shop drawings shall be submitted independently as they are prepared by the Design-Build Firm in order for the Department to have adequate time to review prior to making recommendations.

12. The Design-Build Firm may request review and release by the Department of an individual subsystem design in order to allow advanced procurement of equipment that requires a longer lead time. Any component plan set shall reference any and all other components plans. However, the Department reserves the right to evaluate this request based on the requirements included in this RFP, the impact to minimum system functionality or maintainability and the needs of the traveling public. The Department's decision shall be final and the Design-Build Firm shall solely bear any associated costs or delays.

13. All components, equipment and subsystems furnished and installed by the Design-Build Firm shall be tested to determine conformance with project requirements and Contract Documents. The Design-Build Firm shall provide an ITS Inspection and Testing Plan (part of the P-SEMP-P-ITSA and RTVM) to the Department for review prior to conducting any testing or inspection services. The ITS Inspection and Testing Plan shall include: test requirements, procedures and conditions; time frame and schedule; acceptance criteria and the specific element of the Design Criteria requiring the test; and the associated necessary resources and those responsible and witness for each type of test. Independent factory acceptance testing by the Design-Build Firm shall not be required for any proposed field elements included on the Approved Product List (APL). See the ITS MTR for more information on ITS testing requirements.

14. The Design-Build Firm shall be responsible for the integration of all ITS and communications subsystems between the existing hubs at either end of the projects. Once the Design-Build Firm has installed and supplied the power and communications interconnect to each ITS device as stated in the plans and specifications and approved by the CEI, the Design-Build Firm shall integrate each device into the passive communications network built as part of Financial Projects identified in Section I of this RFP. The Design-Build Firm shall coordinate with the Department Project Manager and/or Operations Manager a schedule of installation and integration. Once the Design-Build Firm has completed the installation of fiber plant and devices and receives acceptance by the CEI, the Design-Build Firm shall then field integrate the ITS devices/cabinets in accordance with the approved schedule. The Design-Build Firm shall verify that all ITS devices are in the correct locations and are functioning properly at each location at the time of installation and integration. The Design-Build Firm shall verify communications between all ITS devices as designed, between each ITS device location, and between all communications hubs and RTMC. The Design-Build Firm shall install and integrate all active layer 2 communications components and layer 2 communications equipment in all communications hubs. This shall include, but is not limited to, field switches, video encoders, device servers, UPSs, remote power management devices, RWIS controllers, DMS and ADMS controllers, alarm interfaces, and all cables and connectors necessary for the successful operation of the communications system. Excluded is modification of any existing or new Core Switches/Routers operating at Layer 2 or Layer 3. Such devices shall be configured by the DEPARTMENT or other DEPARTMENT

CONTRACTOR. Mutual testing shall occur of system field device communications. The Design-Build Firm shall provide a Field Integration Checklist indicating that all integration tasks have been completed and are documented. DEPARTMENT or other DEPARTMENT contractor will perform configuration of the existing Hub switch and SunGuide^{TM}. (see the ITS MTR for more information).

15. The Design-Build Firm shall provide all equipment, parts, and configuration data necessary to integrate the ITS and communications subsystems RTMC. The Design-Build Firm shall integrate Layer 2. The Design-Build Firm shall schedule and coordinate the Layer 3 integration with District RTMC Staff. (see the ITS MTR Section 4.3.1 for more information).

16. The Design-Build Firm shall provide complete and comprehensive documentation of all elements of this project as specified in the ITS MTR.

17. The Design-Build Firm shall be responsible to provide locates throughout the corridor for both Sunshine 811 and non-Sunshine 811 subscribers for any portion(s) of the proposed system for the duration of the project when requested by the Department or third parties authorized to work within the project limits.

18. The Design-Build Firm shall prepare design plans and provide necessary documentation for the procurement and installation of the ITS. The Design-Build Firm shall submit 60%, 90%, and Final (100%) design plans and technical specifications packages to the Department for review and approval.

19. The construction plan sheets identifying the final design shall include, but not be limited to:
    - Title sheet
    - Tabulation of Quantities, with reference to FDOT Pay Item Numbers
    - General Notes and Pay Item Notes
    - Legend
    - Pole Data Sheet
    - Hub details with access
    - Project Layout/Overview sheets outlining the locations of new and existing ITS field elements
    - Plan and schedule for accessing existing ITS system and subsystem
    - Fiber optics communications and outside plant facilities and routing index sheets to exiting butt splices and schedule and plan for accessing existing fiber optic network
    - Plan sheets providing details on ITS field device locations and interface with the fiber optics communications cables, fiber optic cable routing and outside plant facilities including pull boxes, cabinets, fiber optic vaults, outlying structures and roadways, schedule and plan for accessing existing ITS network, etc.
    - Roadway cross-sections at ITS field device locations
    - Field surveyed heights for proposed ITS structures
    - Detail sheets for all field elements included in the final design such as mounting details, cabinet wiring diagrams, electrical wiring diagrams, power network, conduit, grounding array and surge protection diagrams, etc.
    - Geotechnical information supporting ITS foundation and structure design.

    The above-referenced sheets shall be included as a minimum at the 90% submittal phase. Each subsequent submittal shall include additional information which advances the design.

20. The Design-Build Firm shall prepare, submit and seek Department approval for all the required Plans and documents, schematic diagrams, cabling/wiring diagrams, splice diagrams, and other pertinent information related to the equipment, materials and incidentals for the installation of ITS cabinets, communication Hubs, CCTV cameras, DMS, ADMS, MVDS, RWIS communications network equipment, distribution conduit facilities, cabling, electrical power service and distribution, etc., prior to the commencement of the installation phase. (See the ITS MTR for more information on design requirements.)

21. The Design-Build Firm shall prepare detailed Modified Special Provisions and Technical Special Provisions, as needed and/or identified during the project design phase, that will expand on the minimum requirements included in the ITS MTR.

22. The Design Build Firm shall incorporate existing ITS facilities into new plans.

23. The Design Build Firm shall coordinate with the Department for existing facility identification in accordance with Chapter 556, F.S. (Sunshine 811).

24. ITS contact representative: Ramona Burke or William Reynolds, or Terry Hensley at 813-615-8600.

25. The Design Build Firm shall be responsible for maintaining locates once provided by the Department.

25. The Design-Build Firm shall utilize the ITS Design and Construction Checklist referenced in the MTR. (See Attachments)

26. Standard Index 18113 can be used for CCTV pole and shall provide full visual coverage of the project.

The Design-Build Firm shall detail existing Signalization and Intelligent Transportation System equipment and report which devices will be removed, replaced, or impacted by project work.

2. Design and Engineering Services:

The Design-Build Firm shall be responsible for all Signalization and ITS design and engineering services relating to the Project.

The design of the new system shall integrate with the existing devices. The design shall include the necessary infrastructure and components to ensure proper connection of the new ITS/ sub-systems components. This shall include but not be limited to all proposed ITS/ sub-systems components of this project as well as existing sub-systems that remain or are re-deployed as the final project.

3. Construction and Integration Services:

The Design-Build Firm shall be responsible for all Signalization and ITS construction and integration services relating to the Project.

4. Testing and Acceptance:

All equipment furnished by the Design-Build Firm shall be subject to monitoring and testing to determine conformance with all applicable requirements. The Design-Build Firm is responsible for the coordination and performance of material inspection and testing, field acceptance tests, and system acceptance tests. The times and dates of tests must be accepted in writing by the FDOT Project Manager. The Design-Build Firm shall conduct all tests in the presence of the FDOT Project Manager or designated representative. Once in operation, the entire system shall be subject to a 60-day operation period (burn-in period) to be included in the contract time.

R. Hazardous Materials:

The Department has performed asbestos and paint surveys on Bridge Structure Nos. 080021, 080022, 080023, 080024, 080025, and 080026 and asbestos survey reports will be provided to the Design-Build Firm upon request. The asbestos and paint survey reports shall be considered as Reference Documents.

Asbestos and Paint Survey Reports shall be kept and maintained by the Design-Build Firm on the construction site and be available for review upon request, regardless of whether asbestos was or was not identified.

The Department has performed contamination assessment activities based on the Concept Plans (CP) provided in this RFP's "Reference Documents." Contamination has been identified by the Department and is addressed in the attached "Contamination Plan Notes". The Design-Build Firm shall comply with the items outlined in those notes. Those notes shall be included in the General Notes of the Roadway Plans. All other plans that involve subsurface construction or structure work shall include a general note that refers to the Contamination Plan Notes in the Roadway Plans.

The Department will be responsible for contamination assessment, and remediation cleanup based on information provided by the Design-Build Firm. The Design-Build Firm will coordinate with the Department's District Contamination Impact Coordinator (DCIC) and their Contamination Assessment and Remediation (CAR) Contractor in this effort to perform necessary assessment and remediation at the sites.

The Design-Build Firm shall provide plans to the DCIC, at the time of permit application, for further assessment of possible contamination areas. The DCIC will provide an Impact to Construction Assessment Report within 120 days of receipt of the plans.

The plan sheets shall note areas of possible contamination. Contaminated material (including soil and groundwater) will be disposed of by others as it is encountered during construction. The Design-Build Firm shall coordinate the schedule of construction activities with the DCIC and the Department's District-Wide CAR Contractor. The Design-Build Firm shall give at least two weeks advance notice to the DCIC/CAR Contractor before working in contaminated areas. This is to allow the CAR Contractor sufficient time to mobilize and set up equipment to treat contaminated dewatering effluent, and to handle contaminated soil.

The Department shall be responsible for contamination assessment and remediation activities at stormwater management facilities (SMF) and floodplain compensation (FPC) locations that are different than those proposed in the Conceptual Plans (CPs) as well as with any design changes to the CPs that are outside the existing and proposed right of way, as shown in the CPs of which have a hazardous ranking of a "medium" or "high" according to the applicable Environmental Reevaluation. Assessment activities performed by the Design-Build Firm shall be performed by a contractor in accordance with FDOT Project Development and Environment Manual (PD&E), Part 2, Chapter 22.

If contamination is identified, the contamination area shall be considered an additional identified contamination site to those identified in the attached "Contamination Plan Notes" of which the Design-Build Firm shall refer to and follow.

Remediation of identified contamination areas will be completed by the Department's CAR prior to or during construction.

The Design-Build Firm shall provide an area (or areas) for temporary stockpiling of contaminated soil. The stockpile area(s) shall be within the project limits. The Assessment/Remediation Contractor will replace the excavated contaminated soil with suitable clean material, backfilling to pre-excavation elevations, if required. If there is suitable excess material on the project, it shall be made available by the Design-Build Firm for these backfilling operations.

SMF sites (SMF-H1 and SMF-MC and proposed Sites) that have or are adjacent to areas of identified groundwater contamination or soil contamination that exceed cleanup target levels in accordance with Florida Department of Environmental Protection (62-777, F.A.C.), are required to be lined by the Design-Build Firm unless an associated groundwater modeling/mounding analysis concludes that the identified contaminated groundwater plume or soil contamination will not be affected by the proposed Pond/SMF site and the Department concurs with the analysis results. The Design-Build Firm shall be responsible for performing the groundwater modeling analysis, to generate and to provide the report to the Department for review and approval. The groundwater mounding analysis shall be representative of the proposed design parameters of the associated unlined pond site. If the Department determines that the groundwater mounding analysis is not representative of the proposed design parameters, the Design-Build Firm shall perform another groundwater mounding analysis to submit to the Department for review and approval.

The Department has performed a groundwater mounding analysis on proposed Ponds /SMFs H-1, H-2, MA-1, MA-2, MB-1, MB-2, and MC, based on the CPs. The FDEP does not require a liner for contamination purposes based on the identified contamination, CPs and associated Mounding Analysis Report dated April 2013 and prepared by Kisinger Campo & Associates, Corp. provided as a Reference Document.

Adding or removing a liner that is not consistent with existing Environmental Resource Permits, would require a permit modification.

The Design-Build Firm shall identify and designate all wells throughout the project corridor within the Department's Right-of-Way as well as within proposed Right-of-Way. Well locations shall be identified and labeled on the project's Roadway Plans.

The Design-Build Firm is responsible for obtaining their own National Pollutant Discharge Elimination System (NPDES) permit and to discharge produced groundwater from uncontaminated sites.

a. The Design-Build Firm shall not utilize the CAR's treatment system and/or disposal services to discharge water from uncontaminated areas.
b. If the groundwater sample results collected by the Design-Build Firm fail NPDES permit criteria for the discharge of produced groundwater from any non-contaminated site activity, the Design-Build Firm shall provide copies of their sample results and sample locations to the CAR within one business day of receiving their sample results. The CAR shall perform groundwater sampling to verify the Design-Build Firm's results. The CAR will notify the Department Engineer and Design-Build Firm of the results as soon as practical.

The CAR will provide replacement backfill for all areas of contaminated soil removal in the form of FDOT-select fill at a 1 to 1 ratio (e.g. ton-for-ton) except at areas where contaminated soil is replaced with flowable fill. Flowable fill shall be the responsibility of the Design-Build Firm, at the cost of the Design-Build Firm.

The Design-Build Firm shall coordinate with the Department's DCIC and Assessment/Remediation Contractor in setting up dewatering apparatus to avoid dewatering contaminated areas along with uncontaminated areas. If the Design-Build Firm wishes to dewater a contaminated area and adjacent uncontaminated area(s) simultaneously, they will be required to use separate header section(s) and additional pump(s) to keep the discharge(s) separate.

If dewatering is required, the Design-Build Firm shall provide area(s) to accommodate one or more large water treatment apparatus (typically a 50-foot diameter holding pool, carbon cells mounted on flatbed trailer and a mobile laboratory). These areas shall be as close as possible to the dewatering operation, and in no case shall they be outside the project limits (unless directed by the DCIC). It is possible that the configuration of the treatment apparatus may be altered (longer and narrower) based upon site conditions.

The Design-Build Firm shall provide one month written notice to the Department Engineer prior to any request for relocation of a CAR's groundwater treatment system.

The Design-Build Firm shall make every effort to complete work in areas where groundwater treatment systems are being used until the system is no longer required, prior to commencing work in other areas of the Project that require groundwater treatment prior to discharge.

For any necessary sanitary sewer connections and other dewatering discharge locations, in support of the Design-Build Firm's efforts required by the CAR, access and connection shall be maintained by the Design-Build Firm throughout the construction phase of this Project unless directed otherwise by the Department Engineer.

The Design-Build Firm shall be responsible for all above conditions and requirements, as well as those that pertain to utility work associated with this project, and to any contaminated areas discovered after preparation of these plans.

S. Landscape Opportunity Plans

It is the intent of this work item to preserve the opportunity to provide for significant landscape planting areas within the Project limits that meet the intent of FDOT Highway Beautification Policy for implementation and installation by others as part of a future landscaping project(s). The landscape design shall adhere to the FDOT Highway Beautification Policy with the intent of creating a unified landscape theme for the project.

The Design-Build Firm shall provide the necessary site inventory and site analysis and shall prepare a "Landscape Opportunity Plan" (Opportunity Plan) as part of the roadway plan set. The Landscape Opportunity Plan shall consider the Design-Build Firm's proposed roadway improvements, utilities, setbacks and clear zone dimensions, community commitments and other Project needs in identifying future landscape planting areas. Landscape opportunity areas should be preserved in accordance with the Departments "Bold" initiative.

The Opportunity Plans shall include the following:

1. Proposed improvements and existing elements to remain as associated with the Project.
2. Vegetation disposition depicting existing plant material to be removed, relocated or to remain.
3. Wetland jurisdictional lines.
4. Proposed drainage retention areas and easements.
5. Proposed utilities and existing utilities to remain.
6. Graphically depicted on-site and off-site desired or objectionable views
7. Locations of landscape opportunity planting areas in a bubble format which identifies various vegetation groupings in a hatched or colorized manner. Examples are: “trees/palms/shrubs”, “shrubs only”, “buffer plantings”, etc.
8. Provided and labeled applicable clear zone, horizontal clearance, setback dimensions on the plans and in chart form which reflect AASHTO, FDOT and Department guidelines for landscape installation and maintenance operations, including those that have been coordinated with other disciplines
9. Identified outdoor advertising locations, owners and contacts and shown 1000 ft. view zone.
10. Indicated potential area(s) for wildflower plantings.

The Opportunity Plan shall match the scale and format used for the proposed roadway sheets. If this format does not convey design intent that is clearly legible, an alternate format may be considered.

Landscape construction documents and landscape installation are not included in this contract and shall be provided by others.

Disciplines that will have greatest impact to preserving landscape opportunities include environmental, drainage, utilities, signing, lighting and ITS. The DBLA shall identify potential conflicts relating to preserving opportunity landscape areas and provide suggested resolutions to preserve them. If conflicts cannot be resolved by the Design-Build Firm and the DBLA, they shall be discussed with the Department’s Project Manager and District Landscape Architect for coordination and resolution.

The DBLA shall research and confirm any legally permitted outdoor advertising billboard (ODA) within 1,000-feet of the Project limits. The ODA sign(s) and 1,000-feet maximum vegetation protection zone limit shall be indicated on the plans. The Design-Build Firm’s Landscape Architect shall provide a copy of all correspondence and attachments to the Department’s District Landscape Architect.

The DBLA shall conduct a visual survey of existing vegetation within and adjacent to the right-of-way of the project. General locations of existing vegetation that will remain after roadway and associated improvements are completed shall be shown with notations of general plant species in each location on the Opportunity Plan. DBLA shall identify proposed buffer areas as needed.

The DBLA shall meet with the District Landscape Architect prior to the beginning of work for the purposes of coordination and to discuss adherence to the Highway Beautification Policy. No proposed planting areas indicated on the Opportunity Plan can occur in: federal and/or state jurisdictional wetlands or other surface waters; within open water bodies; in the bottom of stormwater management facilities; or use obligate wetlands or facultative wetland species within 25 feet of the seasonal high water of wetlands or other surface waters. Limited plantings may occur on the slopes and bottom of stormwater management facilities once coordinated with the District EMO office, District Drainage Engineer and the District Landscape Architect. Trees may not be planted within 5 feet of storm sewer pipes and utilities.

VII. Technical Proposal Requirements:

A. General:

Each Design-Build Firm being considered for this Project is required to submit a Technical Proposal. The proposal shall include sufficient information to enable the Department to evaluate the capability of the Design-Build Firm to provide the desired services. The data shall be significant to the Project and shall be innovative, when appropriate, and practical.

B. Submittal Requirements:

The Technical Proposal shall be bound with the information, paper size and page limitation requirements as listed herein.

A copy of the written Technical Proposal must also be submitted in .pdf format including bookmarks for each section on a CD. No macros will be allowed. Minimum font size of ten (10) shall be used. Times New Roman shall be the required font type.

Only upon request by the Department, provide calculations, studies and/or research to support features identified in the Technical Proposal. This only applies during the Technical Proposal Evaluation phase.

Submit 1 Original, 7 CD's, and 7 hard copies of the Technical Proposal to: **John D. Ellis, 11201 N. McKinley Dr., Tampa, FL 33612.**

The minimum information to be included:

Section 1: Project Approach

- Paper size: 8½" x 11". The maximum number of pages shall be 15 single-sided, typed pages including text, graphics, tables, charts, and photographs. Double-sided 8½" x 11" sheets will be counted as 2 pages. 11"X17" sheets are prohibited.

- Describe how the proposed design solutions and construction means and methods meet the project needs described in this Request for Proposal. Provide sufficient information to convey a thorough knowledge and understanding of the project and to provide confidence the design and construction can be completed as proposed.

- Provide the term, measureable standards, and remedial work plan for any proposed Value Added features that are not Value Added features included in this RFP, or for extending the Value Added period of a feature that is included in this RFP. Describe any material requirements that are exceeded.

- Provide a Written Schedule Narrative that describes the Design and Construction phases and illustrates how each phase will be scheduled to meet the project needs required of this Request for Proposal. Bar or Gantt charts are prohibited. Do not reveal or describe the Proposed Contract Time.

Section 2: Plans and Technical Special Provisions

- Plan and Profile views of the proposed improvements shall be submitted in roll-plot format. The maximum width of the roll-plots shall be 36". The maximum length of the roll-plot shall be 8'. Inclusion of additional information on the roll-plot, other than depictions of the Plan and Profile views, is prohibited and will not be considered by the Proposal Evaluators, if included. The Department may determine that such additional information is excessive and may require the Design-Build Firm to revise and resubmit the roll-plots. If this occurs, the Design-Build Firm will have 2 business days to revise and resubmit the roll-plots upon notification by the Department. All other information not included on the roll plots, such as typical sections, special emphasis details, structure plans, etc., shall be provided on 11"x17" sheets. Nevertheless, it is permissible to submit the Traffic Control Plan in roll-plot format and to include thereon special cross sections, provided they are limited to key locations/conflict points and do not distract from the intent of the TCP as presented.

- Provide Technical Proposal Plans in accordance with the requirements of the Plans Preparation Manual, except as modified herein.

- The Plans shall complement the Project Approach.

- Provide Landscape Opportunity Plan sheets that depict a Bold Landscape design for the entire project limits for future implementation of a bold landscape project by others. Paper size shall be 11"x17". Maximum number of sheets shall be thirty-two (32).

- The Pavement Design Package, as provided by the Department shall be provided in accordance with the requirements stated in Section VI. Design and Construction Criteria with the following exceptions: Cross slope (existing and proposed) shall be presented for typical sections only; Overbuild details shall be presented in a general manner for typical sections only; Pavement Survey and Evaluation Report is not required to be included; Cross slope analysis shall be addressed in a general manner for typical sections only. Paper size shall be 8½" x 11".

- Provide any Technical Special Provisions which apply to the proposed work. Paper Size: 8½" x 11".

C. Evaluation Criteria:

The Department shall evaluate the written Technical Proposal by each Design-Build Firm. The Design-Build Firm should not discuss or reveal elements of the price proposal in the written proposals. A technical score for each Design-Build Firm will be based on the following criteria:

Item	Value
1. Design	35
2. Construction	35
3. Innovation	5
4. Value Added	5
Maximum Score	**80**

The following is a description of each of the above referenced items:

1. Design (35 points)

Credit will be given for the quality and suitability of the following elements:

- Structures design
- Roadway design / and safety
- Drainage design
- Environmental design for minimizing impacts to environmental resources
- Design coordination plan minimizing design changes
- Geotechnical investigation plan
- Geotechnical load test program
- Minimizing impacts to the public, adjacent properties and structures through design
- Traffic Control Plan design
- Incident Management Plan
- Aesthetics
- Utility Coordination and Design (including Hernando County Utility Work)
- Coordination with Withlacoochee State Forest
- ITS Design and Construction
- Design coordination with adjacent projects
- Maintenance considerations
- Design considerations which improve recycling and reuse opportunities

Credit will be given for aesthetics features of the design including but not limited to the following: considerations in the geometry, suitability and consistency of structure type, structure finishes, shapes, proportions and form throughout the limits of the project.

Architectural treatments such as tiles, colors, emblems, etc. will not be considered as primary aesthetic treatments.

Credit will be given for design and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility involvement.

Credit will be given for development of design approaches which minimize periodic and routine maintenance. The following elements should be considered: access to provide adequate inspections and maintenance, access to structure's lighting system, and impacts to long term maintenance costs.

2. Construction (35 points)

Credit will be given for the quality and suitability of the following elements:

- Safety
- Structures construction
- Roadway construction
- Drainage construction
- Construction coordination plan minimizing construction changes

- Minimizing impacts to the public, adjacent properties and structures through construction
- Implementation of the Maintenance of Traffic Plan
- Implementation of the Incident Management Plan
- Utility Coordination and Construction (including Hernando County Utility Work)
- Coordination with Withlacoochee State Forest
- Coordination with adjacent projects
- Treatment of disturbed areas, related to maintenance and erosion control

Credit will be given for developing and deploying construction techniques that minimize disruptions to roadway traffic, the traveling public, business/property owners, enhance project durability, reduce long term and routine maintenance, and those techniques which enhance public and worker safety. This shall include, but not be limited to, minimization of lane and driveway closures, lane widths, visual obstructions, construction sequencing, and drastic reductions in speed limits.

Credit will be given for minimizing impacts to the environmental resources through a reduction in permanent impacts, implementation of erosion and sediment control during all phases of construction and insuring all environmental commitments are honored.

Credit will be given for construction and utility coordination efforts that minimize the potential for adverse impacts and project delays due to utility conflicts.

3. Innovation (5 points)

Credit will be given for introducing and implementing innovative design approaches and construction techniques which address the following elements:

- Minimize or eliminate Utility relocations
- Materials
- Workmanship
- Enhance Design and Construction aspects related to future expansion of the transportation facility

4. Value Added (5 points)

Credit will be given for the following Value Added features:

- Broadening the extent of the Value Added features of this RFP while maintaining existing threshold requirements
- Exceeding minimum material requirements to enhance durability of project components
- Providing additional Value Added project features proposed by the Design-Build Firm

The following Value Added features have been identified by the Department as being applicable to this project. The Design-Build Firm may propose to broaden the extent of these Value Added features.

Value Added Feature	Minimum Value Added Period
Value Added Asphalt	3 years
Value Added Concrete Pavement	5 years
Value Added Bridge Components	5 years

D. Final Selection Formula:

The Selection Committee shall publicly open the sealed bid proposals and calculate an adjusted score using the following formula:

$$\frac{BPP}{TS} = \text{Adjusted Score}$$

BPP = Bid Price Proposal
TS = Technical Score (Combined Scores from ELOI and Technical Proposal)

The Design-Build Firm selected will be the Design-Build Firm whose adjusted score is lowest.

The Department reserves the right to consider any proposal as non-responsive if any part of the Technical Proposal does not meet established codes and criteria.

E. Final Selection Process:

After the sealed bids are received, the Department will have a public meeting for the announcement of the Technical Scores and opening of sealed Bid Price Proposals. This meeting will be recorded. At this meeting, the Department will announce the score for each member of the Technical Review Committee, by category, for each Proposer and each Proposer's Technical Score. Following announcement of the Technical Scores, the sealed Bid Price Proposals will be opened and the adjusted scores calculated. The Selection Committee should meet a minimum of two (2) calendar days (excluding weekends and Department observed holidays) after the public opening of the Technical Scores and Bid Price Proposals. The Department's Selection Committee will review the evaluation of the Technical Review Committee and the Bid Price Proposal of each Proposer as to the apparent lowest adjusted score and make a final determination of the lowest adjusted score. The Selection Committee has the right to correct any errors in the evaluation and selection process that may have been made. The Department is not obligated to award the contract and the Selection Committee may decide to reject all proposals. If the Selection Committee decides not to reject all proposals, the contract will be awarded to the Proposer determined by the Selection Committee to have the lowest adjusted score.

F. Stipend Awards:

The Department has elected to pay a stipend to a limited number of non-selected Short-Listed Design-Build Firms to offset some of the costs of preparing the Proposals. The non-selected Short-Listed Design-Build Firms meeting the stipend eligibility requirements of the Project Advertisement and complying with the requirements contained in this section will ultimately be compensated. The stipend will only be payable under the terms and conditions of the Design-Build Stipend Agreement and Project Advertisement, copies of which are included with this Request for Proposal. This Request for Proposal does not commit the Department or any other public agency to pay any costs incurred by an individual firm, partnership, or corporation in the submission of Proposals except as set forth in the Design-Build Stipend Agreement. The amount of the stipend will be $120,000 for FP ID 411011-4-52-01, and $42,000 for FP ID 411012-2-52-01, per non-selected Short-Listed Design-Build Firm that meets the stipend eligibility requirements contained in the Project Advertisement. The stipend is not intended to compensate any non-selected Short-Listed Design-Build Firm for the total cost of preparing the Technical and Price Proposals. The Department reserves the right, upon payment of stipend, to use any of the concepts or ideas within the Technical Proposals, as the Department deems appropriate.

In order for a Short-Listed Design-Build Firm to remain eligible for a stipend, the Short-Listed Design-Build Firm must fully execute with original signatures and have delivered to the Department no later than one (1) week after the Short-List has been posted, four (4) originals of the Design-Build Stipend Agreement, Form No. 700-011-14. The Short-Listed Design-Build Firm shall reproduce the necessary copies. Terms of said agreement are non-negotiable. A fully executed copy of the Design-Build Stipend Agreement will be returned to the Short-Listed Design-Build Firm.

A non-selected Short-Listed Design-Build Firm eligible for stipend compensation must submit an invoice for a lump sum payment of services after the selection/award process is complete. The invoice should include a statement similar to the following: "All work necessary to prepare Technical Proposal and Price Proposals in response to the Department's RFP for the subject Project".

VIII. BID PROPOSAL REQUIREMENTS

A. Bid Price Proposal:

Bid Price Proposals shall be submitted on the Bid Blank form attached hereto and shall include one lump sum price for the Proposal and the number of calendar days within which the Proposer will complete the Contract. The lump sum price shall include all costs for all design, geotechnical surveys, architectural services, engineering services, Design-Build Firms quality plan, construction of the Projects, and all other work necessary to fully and timely complete that portion of the Projects in accordance with the Contract Documents, as well as all job site and home office overhead, and profit, it being understood that payment of that amount for that portion of the Projects will be full, complete, and final compensation for the work required to complete that portion of the Project. One (1) hard copy Bid Price Proposal shall be hand delivered in a separate sealed package to the following:

John D. Ellis
11201 N. McKinley Drive
Tampa, FL 33612

The package shall indicate clearly that it is the Bid Price Proposal and shall identify clearly the Proposer's name, and Project descriptions. The Bid Price Proposal shall be secured and unopened until the date specified for opening of Bid Price Proposals.